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The Newspaper of The Royal Navy and The Royal Naval Association

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No. 85 JULY, 1961

Published first Thursday of the month

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Robbed—by less than two seconds OLD RECORD WAS BROKEN 9 TIMES

THE 1961 Field Gun Competition at the Royal Tournament at Earls Court will surely rank as one of the most closely fought contests ever held. Where the cups would find resting places for the next 12 months was in doubt almost right to the end of the Tournament.

The old record of 3 min. 4.2 sec., set up by the Fleet Air Arm Command in 1960 was equalled or beaten no less than nine times during the competition.

Each team thought that it had a chance of breaking the 3 minute barrier—it has been done in training—but in the actual competition their goal could not be reached. The new record of 3 min. 1.8 sec. was achieved by both Fleet Air Arm Command and Portsmouth Command.

LEANDER LAUNCHED

H.M.S. LEANDER, the first of the Leander class frigates was launched at the Belfast shipyard of Harland and Wolff Ltd. on June 28.

The Leander class has been developed from the highly successful Whitby and Rothesay class frigates which are noted for their manoeuvrability, performance at high speed and seakeeping qualities.

The frigate, whose standard displacement is about 2,000 tons, has an overall length of 372 feet and a beam of 41 feet. She will have an armament consisting of two 4.5 inch guns in a twin mounting directed by a fully automatic radar-controlled fire control and gun direction system, two 40 mm. anti-aircraft guns in single close range mountings and an anti-submarine mortar. The 40 mm. guns will eventually be replaced by Seacat ship-to-air launchers and directors. She will be fitted with the latest equipment for detecting and attacking submarines and carry a helicopter. Thus, although stemming from the Whitby class of anti-submarine frigates, it will be seen that the Leanders have developed into all-round general purpose frigates.

Last year Air Command won all three cups.

The final placings were:— Inter-Command Cup: Air Command 23 points, 1; Devonport 22 points, 2; Portsmouth 19 points, 3. Aggregate Time Cup: Air Command 53 min. 16 sec., 1; Devonport, 56 min. 5.8 sec., 2; Portsmouth, 56 min. 57.6 sec., 3. Fastest Time Cup: Air Command and Portsmouth each 3 min. 1.8 sec.; Devonport 3 min. 2.4 sec.

The Fastest Time Cup will be held for six months by Air Command and Portsmouth.

When the victorious Air Command crew returned to Lee-on-Solent, proudly carrying the three cups they had so worthily won in the face of intense competition they received a very warm welcome and were greeted by rousing cheers when they marched past Vice-Admiral D. P. Dreyer, the Flag Officer (Home). Afterwards they had drinks on the wardroom lawn.

All who took part in this annual trial of strength and co-ordination are to be congratulated upon their efforts which thrilled thousands at Earls Court.

A fifth R.M. Commando to be formed

IT has been decided to re-form 43 Commando, Royal Marines, as a further contribution to the forces available for seaborne operations. The Commando will form next September at Stonehouse Barracks, Plymouth.

This decision will not entail any increase in the total manpower of the Royal Marines forces, but has resulted from reorganisation within the Corps, including some centralisation of administration and training.

The original 43 Commando was first formed on August 1, 1943, and during the Second World War took part in the campaign in Italy including the Anzio landings and the crossings of the River Garigliano. The unit then moved to the Adriatic for operations against the islands of the Yugoslav coast and later on the mainland of Yugoslavia. Returning to Italy in 1945, the unit, commanded by Lieut.-Colonel I. H. Riches (now General Sir Ian H. Riches, K.C.B., D.S.O., Commandant-General Royal Marines), took part in the Lake Comacchio operations where Cpl. Tom Hunter was posthumously awarded the Victoria Cross, and Lieut.-Colonel Riches received the Distinguished Service Order. The Commando was disbanded in 1946.

The Commanding Officer will be Lieut.-Colonel A. P. Willasey-Wilsey, M.B.E., M.C., R.M.

The Commandos already formed are numbers 40, 41, 42 and 45.

ADMIRALTY MOVES FROM QUEEN ANNE'S

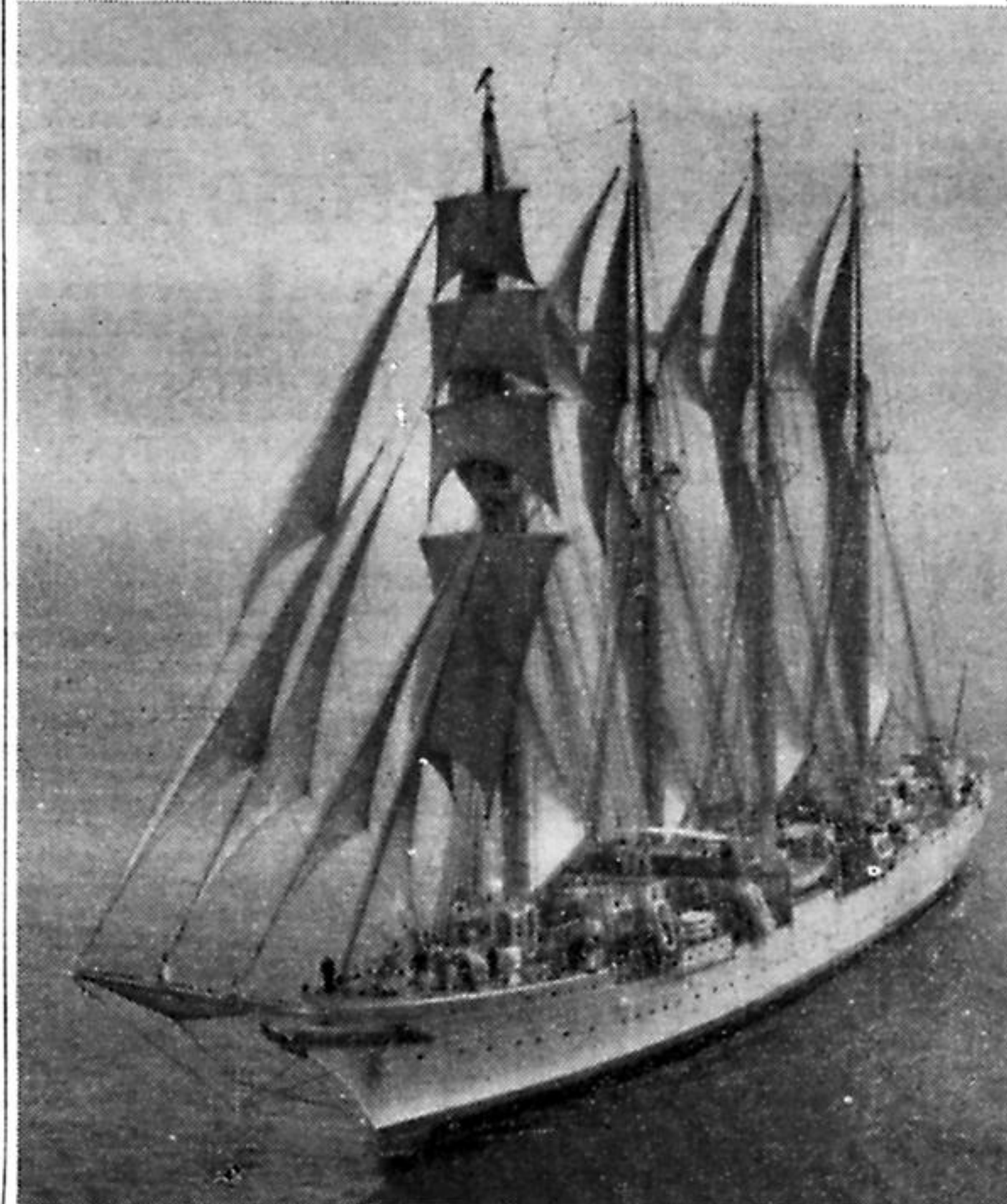
A NUMBER of Admiralty departments in the London area and at Bath are to be moved to new locations within the next 18 months. Some 3,000 Admiralty employees and serving Naval personnel are involved.

A new office block being erected at Earl's Court and to be known as the Empress State Building will accommodate most of the Admiralty staff at present housed in Queen Anne's Mansions and at Northwood Hills, Pinner—both of which will be vacated by the Admiralty—and other staff will go to the existing Admiralty accommodation in Whitehall and Rex House, Lower Regent Street.

At Bath a number of departments will be re-accommodated at Warminster Road and Foxhill, and branches of two departments at present at Admiralty Main Building, Whitehall, and Northwood Hills, Pinner, will move to Ensligh, Bath, about June of next year.

The general aims of these accommodation changes are twofold. In London they will improve the concentration of departments in more suitable offices, and in Bath will concentrate the Weapons Department in one locality (as recommended by the Select Committee on Estimates) and assist the amalgamation of Naval Accounts departments into one organisation.

A LOVELY VISITOR



The Spanish naval training schooner Juan Sebastian De Elcano which visited Portsmouth in June. See story on page 5

FOUR FRIGATES FOR 'DERRY

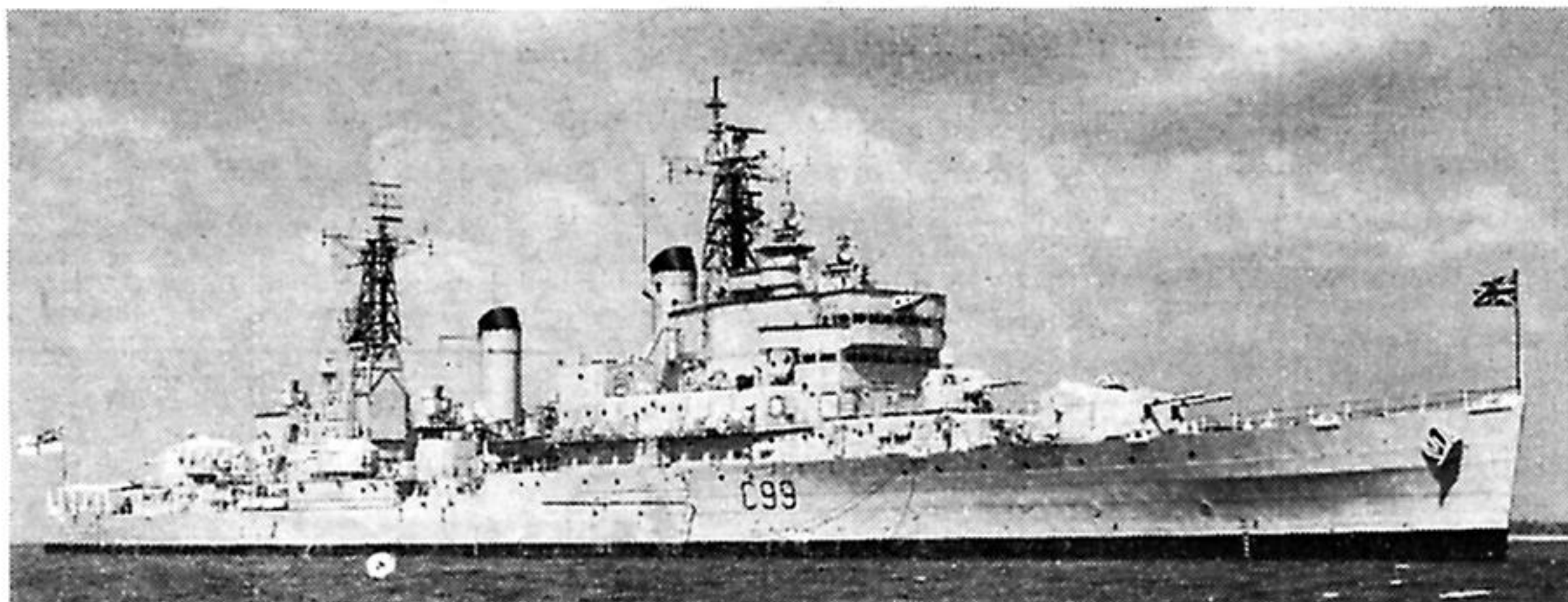
IT has been decided to re-establish a Squadron of four frigates, operating from Londonderry, to concentrate on the practical training of ships and aircraft and the advanced training of officers in anti-submarine operations; also on the evaluation of modern anti-submarine equipment.

H.M.S. Undaunted is already engaged on these tasks at Londonderry and will be joined in the new squad-

ron (the 20th Frigate Squadron) by H.M. Ships Falmouth, Rothesay and Blackwood. The squadron will be at full strength by early 1962.

The ships and men for this commitment will come from adjustments to other types of training and from changes in the planned deployment of some ships. In particular there will be a reduction in the Dartmouth Training Squadron, from which the two ocean minesweepers, H.M. Ships Jewel and Acute, will be paid off at the end of this summer.

NEW SHIP OPEN TO VISITORS



Navy Days will be held at Devonport and Portsmouth on August 5, 6 and 7 when visitors will be able to see some of the Royal Navy's latest ships. At Devonport ships "open to visitors" will include H.M. Ships, Urchin, Wizard, Venus, Ulysses, Vigilant, Paladin, Jewel, Acute, Forth, Ark Royal, Tiger, Scorpion, the submarines Truncheon and Taciturn and the Royal Fleet Auxiliary Plumleaf. At Portsmouth the ships will include the Royal Navy's latest cruiser, H.M.S. Blake, (photograph above)—a sister ship of the Tiger at Devonport, the destroyers Trafalgar, Dunkirk and Carron, H.M.N.Z. Ship Taranaki, H.M. Ships Puma, Berwick, Volage, four submarines, Tally Ho, Turpin, Tireless and Trenchant, the Fast Patrol Boat, Bold Pathfinder, H.M.S. Plover, coastal minesweepers, H.M. Ships Laleston and Beachampton and the Royal Fleet Auxiliary, the oiler Black Ranger.

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OF THE DAY



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Navy News

EDITOR
Lieut. (S) H. R. Berridge, R.N. (Retd.).
Royal Naval Barracks, Portsmouth
Tel: Portsmouth 22351 (Ext. 72194)

EDITORIAL

WHENEVER one of H.M. Ships visits a Commonwealth or foreign port, the ship is "open to visitors" and thousands always take advantage of the opportunity to see the ship and the men who man her. The visitors are impressed by the cleanliness of the ship, the obvious efficiency and the natural helpfulness and courtesy of every officer and man on board.

These visits do a lot of good and many firm friendships have been formed as a result of them.

Next month there are opportunities for the people at home to visit "their" Navy. Over the August Bank Holiday—Saturday, Sunday and Monday, ships at Devonport and Portsmouth will be open to visitors and officers and men will do their best to answer hundreds of questions about the ships and life on board.

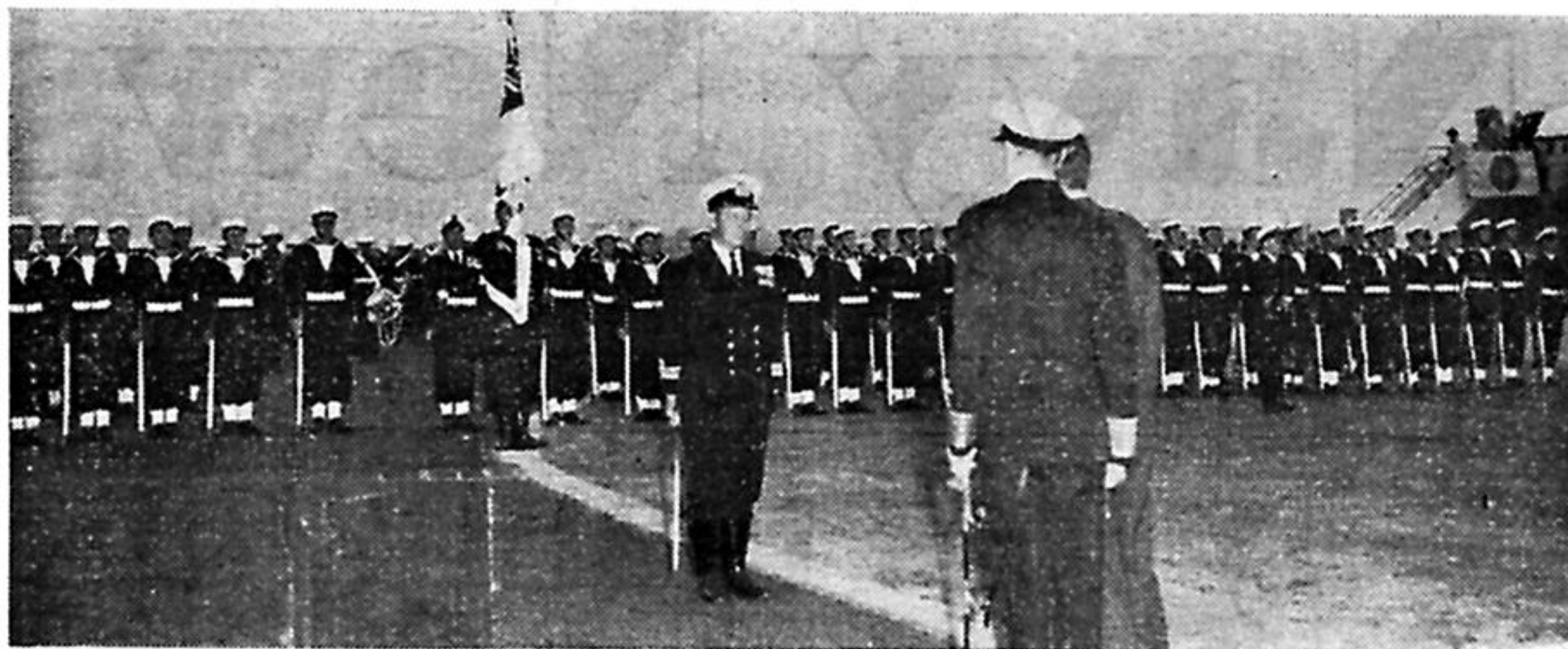
Navy Days are the outcome of efforts, years ago, of the men of the Service to raise money for their own charity—the Trafalgar Day Orphan Fund—when the men used to dress up and try to obtain money from a generous public in the way that today "Rag Weeks" or "Rag Days" are held by universities.

It was considered that this method of raising funds, even for such a good cause, was slightly indecorous, and other ways of raising money were considered. Hence Navy Weeks and now Navy Days.

Over the years many thousands of pounds have been handed over to Naval charities. And, unlike ordinary donations to charity where the only reward is, perhaps, a warm feeling around the heart, every person who pays his or her entrance money to a Naval dockyard where ships are open to visitors, gets his or her money's worth. Not only is the visitor donating to good causes, but he can see some of the finest warships in the world and how the men on board occupy their time, work, play and live.

In addition to the ships, visitors have the opportunities to see displays put on by both ships and the various establishments.

It is hoped that visitors from all over the country will flock to either Portsmouth or Devonport. At either place they will find a welcome and will learn something about the Senior Service.



President Kennedy, accompanied by the First Sea Lord, Admiral Sir Caspar John, about to inspect the Guard of Honour

Prime Minister thanks naval guard

PRESIDENT KENNEDY PLEASED

ALTHOUGH, by the "rules," A.V.I.P.s arriving in the United Kingdom by air are met by Royal Air Force guards of honour, there was a departure from the "rules" at London Airport on the occasion of the visit of President Kennedy on June 4. The Royal Navy had the honour of providing the guard, and the men came from H.M.S. Excellent.

It is understood that the Prime Minister personally made the decision to provide a Naval guard, but it is felt that the reason was because President Kennedy was a United States Naval officer. No one really thinks that it was because the Royal Navy could make a better job of it than the Royal Air Force—or do they?

The First Sea Lord congratulated the appearance of the guard and, in a personal minute to the First Lord the Prime Minister said: "I should be grateful if you would convey to all concerned my thanks for the excellent turn-out of the Naval guard of honour provided for President Kennedy at London Airport on Sunday, June 4. I know that the President himself was most impressed and pleased, and I realise that the providing of this guard of honour caused considerable inconvenience to those concerned who came all the way from Portsmouth. The result, however, was certainly a credit to the Royal Navy."

In passing this message to those under his command, Capt. J. S. Dalglish, of H.M.S. Excellent, said: "... how immensely proud I am of this guard—as I am of most guards we parade. I thought that the performance of the guard, larger in size, at the Queen's Birthday Parade was absolutely first class and in every way up to the standard of the President's guard."

ANOTHER SUBMARINE

H.M. Submarine Olympus, the sixth of the Oberon class submarines, was launched on June 14 at the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd.

The naming ceremony was performed by Mrs. R. H. Wright, wife of Vice-Admiral R. H. Wright, C.B., D.S.C., Flag Officer, Scotland. The Reverend A. C. Wade, A.K.C., Vicar of St. John's Church, Barrow-in-Furness, conducted the religious service.

The Olympus has a length of 295 feet 3 inches, a beam of 26 feet 6 inches and is equipped to fire homing torpedoes. Boats of this class are capable of a high underwater speed and can maintain continuous submerged patrols in any part of the world.

Her diesel-electric main propulsion machinery is powered by Admiralty Standard Range diesel engines and the main propulsion generators, main motors and main controlling switchgear have been supplied by the English Electric Company.

Plastic is extensively used to give high standard accommodation for six officers and 62 ratings.

Letters to the Editor

He saw two Dreadnoughts launched

SIR.—Looking back over my long association with the Royal Navy, I am wondering how many people still with us had the good fortune to witness the launching of the last two ships to bear the name Dreadnought.

In February, 1906, as a young schoolboy at the Garrison School in Portsmouth, I wrote an essay on the British Navy, which was judged by Admiral Lord Charles Beresford, then in command of the Channel Fleet, to be good enough to earn me a place at the launching of the first Dreadnought, which was named Dreadnought, and later to be entertained to tea on the then latest battleship Britannia.

This thrill was repeated last year, when, on Trafalgar Day, October 21, I was one of 40 submarine Old Comrades who were the guests of Vickers of Barrow at the launching by Her Majesty the Queen of the first British submarine (nuclear powered) to bear the name Dreadnought.

This event was one of the most memorable events of my life, especially as apart from being lucky to be one of the favoured ones, I had also on June 8, 1959, been presented to Her Majesty the Queen at Fort Blockhouse on the occasion of the presentation of the Queen's Colour to the Submarine Command.

Three events you will agree caused to happen to one over so big a span of time, and I wonder if there is anyone else who has had this experience.—S. H. GLAZEBROOK, Edgware.

When the submarine Olympus was launched at Barrow-in-Furness on June 14 a mechanical fault in the launching gear held the boat up for about three minutes on the slipway.

DRAFTING FORECAST—YOUR NEXT SHIP

Notes: (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicate ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

SUBMARINE COMMAND

H.M.S. Sealion, July 25, at Birkenhead, for service in Third Submarine Squadron.

H.M.S. Acheron, September, at Devonport, for service in Second Submarine Squadron.

H.M.S. Rorqual, end of October, at Devonport, for service in First Submarine Squadron.

H.M.S. Andrew, December 16, at Singapore, for service in Seventh Submarine Division.

H.M.S. Aeneas, January, 1962, at Portsmouth, for service in Second Submarine Squadron.

H.M.S. Tabard, February 2, at Sydney, N.S.W., for service in Fourth Submarine Division.

H.M.S. Artemis, end of February, at Chatham, for service in Second Submarine Squadron.

H.M.S. Thermopylae, March 2, at Chatham, for service in Fifth Submarine Division.

H.M.S. Grampus, April, at Portsmouth, for service in First Submarine Squadron.

H.M.S. Auriga, May 18, at Devonport, for service in Second Submarine Squadron.

GENERAL

815 Squadron, July 4 at R.N. Air Station, Culdrose for Overseas Service (H.M.S. Ark Royal).

705 Squadron, July 4 at R.N. Air Station, Culdrose, for Advanced Flying Training

H.M.S. Dalrymple, July 18, at Devonport for General Service Commission, Middle East/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Falmouth, July 19, at WallSEND-on-Tyne for Home Sea Service U.K. Base Port, Devonport (Normally gives leave and self-maintains at Londonderry.)

H.M.S. Loch Killisport, July 21, at Rosyth for trials. Commissions September 12 for Foreign Service (Far East).

H.M.S. Mull of Kintyre, July 25, at Portsmouth for Home Sea Service (Steaming crew.)

H.M.S. Ursa, July 28, at Malta (under consideration) for trials. Commissions September 29 for General Service Commission Med./Home (18 months). U.K. Base Port, Devonport.

H.M.S. Blake, August, changes to General Service Commission Med./Home (24 months). U.K. Base Port, Devonport.

H.M.S. Vidal, August 9, at Chatham for trials. Commissions September 12 for General Service Commission West Indies (24 months). U.K. Base Port, Portsmouth (C.). (See note.)

H.M.S. Alert, August 10, at Singapore for Foreign Service. (Far East.)

H.M.S. Nimble, August 11, at Devonport for Home Sea Service (Steaming Crew).

H.M.S. Puma, August 22, at Devonport for General Service Commission Home/South America and South Atlantic (20 months) U.K. Base Port, Devonport.

H.M.S. Ashanti, August 22, at Glasgow for Home Sea Service (Trials). April 1962 changes to General Service Commission Middle East/ Home (12 months). U.K. Base Port, Devonport.

H.M.S. Dundas, September 5, at Rosyth for trials. Commissions October 31 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Bulwark, September 5, at Singapore for Foreign Service (Far East).

H.M.S. Ark Royal, September 12, at Devonport for General Service Commission, Home/Med. (24 months). U.K. Base Port, Devonport.

H.M.S. Corunna, September 21, at Rosyth for trials. Commissions November 30 for General Service Commission Med./Home (24 months). U.K. Base Port, Rosyth.

H.M.S. Lowestoft, September 26, at Glasgow for Home Sea Service Commissions for General Service Commission Med./Home (16 months) December. U.K. Base Port, Portsmouth (C.). (See note.)

H.M.S. Lock Ruthven, September 27, at Devonport for General Service Commission, Home/Middle East (15 months). U.K. Base Port, Devonport.

H.M.S. Brighton, September 27, at Glasgow for Home Sea Service Commissions April, 1962, for General Service Commission East of Suez/Home (21 months) U.K. Base Port, Portsmouth.

H.M.S. Virago, September, at Devonport for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Hardy, October 3, at Chatham for trials. Commissions December 5 for Home Sea Service. U.K. Base Port, Devonport.

819 Squadron, October 4, at R.N. Air Station, Eglington. Re-equipping.

H.M.S. Aisne, October 10, at Chatham for trials. Commissions January 9 for General Service Commission Med./Home (24 months). U.K. Base Port, Portsmouth.

814 Squadron, December, at R.N. Air Station, Culdrose, for Overseas Service. (H.M.S. Hermes.)

H.M.S. Hermes, December, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Cavalier, December, at Singapore for Foreign Service (Far East)

H.M.S. Ulster, December, at Devonport for General Service Commission, West Indies/Home (21 months). U.K. Base Port, Devonport.

1962

H.M.S. Barrosa, January 2, at Devonport for trials. Commissions April 3 for General Service Commission Home/Med. (24 months). U.K. Base Port, Portsmouth (C.). (See note.)

H.M.S. Nubian, early January, at

Portsmouth for trials. Commissions for Home Sea Service June 5.

General Service Commission Middle East/Home, August, 1962 (18 months). U.K. Base Port, Portsmouth.

H.M.S. Devonshire, February, at Birkenhead for Home Sea Service. Commission for General Service Commission, July Home/Med. (24 months). U.K. Base Port, Portsmouth.

H.M.S. Tartar, February, at Devonport for trials. Commissions September for General Service Commission Middle East/Home (18 months). U.K. Base Port, Devonport.

H.M.S. Agincourt, February 13, at Portsmouth for trials. Commission May 1 for General Service Commission Home/Med. (24 months). U.K. Base Port, Portsmouth.

847 Squadron, March 6, at R.N. Air Station, Culdrose, for Foreign Service.

801 Squadron, March, at R.N. Air Station, Lossiemouth, for Overseas Service.

H.M.S. Caprice, March, at Singapore, for Foreign Service (Far East).

H.M.S. Gurkha, March, at Southampton, for Home Sea Service. Commissions for General Service Commission May, Middle East/Home (18 months). U.K. Base Port, Rosyth.

H.M.S. Rothesay, March, conversion to Home Sea Service. U.K. Base Port, Portsmouth. (Normally gives leave and self-maintains at Londonderry.)

H.M.S. Rame Head, March, at Chatham, for trials.

H.M.S. Whirlwind, March, at Chatham for General Service Commission Home/W. Indies (24 months). U.K. Base Port, Portsmouth (C.).

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News of other Navies

Submarine has not, as yet, 'looped the loop'

U.S.S. SCORPION VISITED

(By DESMOND WETTERN)

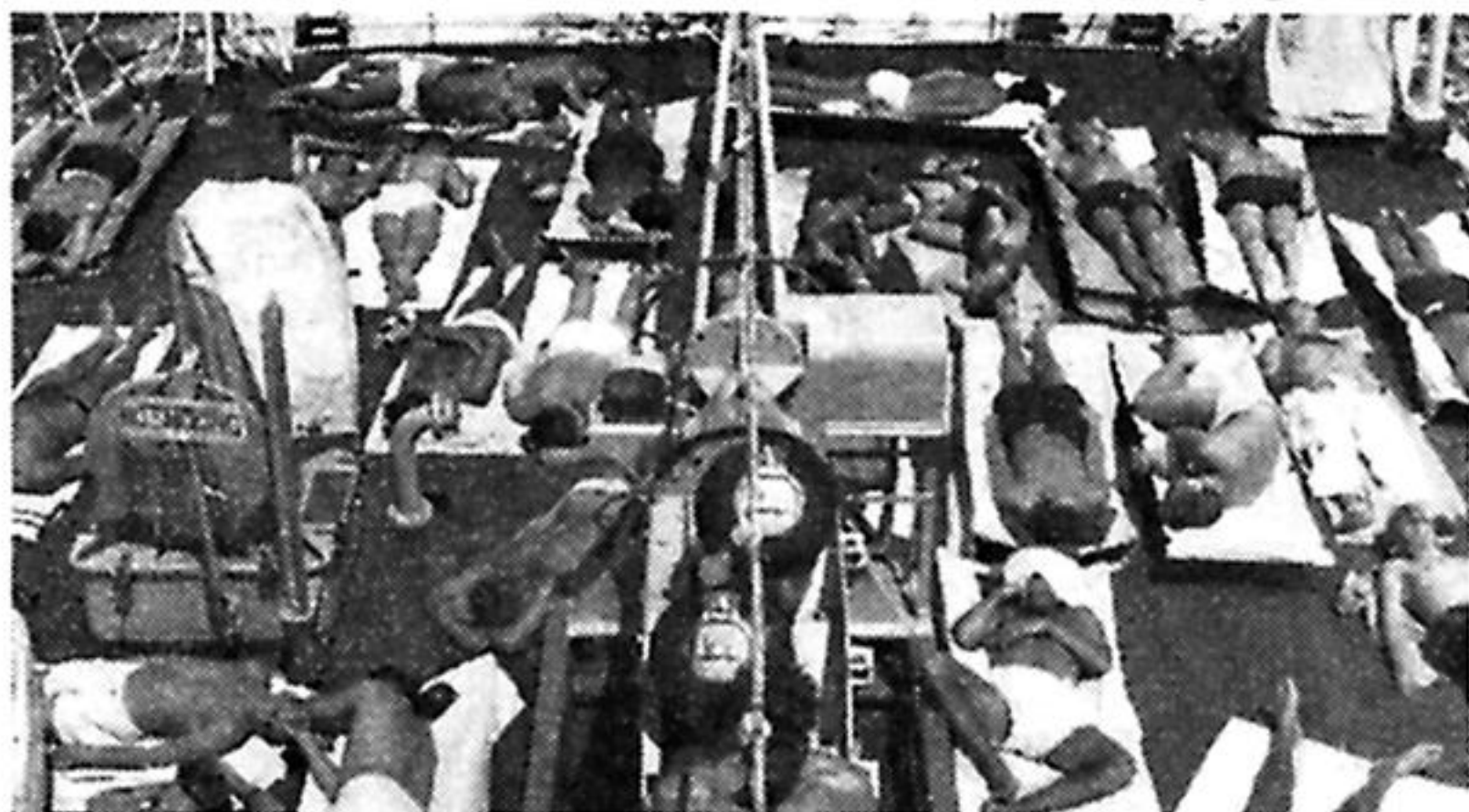
WHAT sort of a draft chit will Dreadnought be? No doubt many of those likely to commission her have a pretty good idea already. But for most people, life aboard a nuclear submarine conjures up a mixture of Jules Verne and "We Dive at Dawn."

Recently a party of British correspondents was privileged to see over the American nuclear submarine Scorpion and to spend some time in her under the Clyde.

The first thing you learn is to forget about radiation hazards. It is safer to live in a nuclear submarine than in, say, London or Portsmouth. Submariners aboard these boats receive in the course of a year the equivalent of that received in one chest X-ray, which is much less than the radiation most city dwellers get from a variety of sources.

STEAK AND MUSHROOMS

Accommodation is good. Apart from the inevitable coffee machine, the main forward messdeck boasted a TV set, plastic table tops, non-skid deck covering in a pleasant shade of green



and a serving hatch direct to the galley. A typical menu: grilled steak, saute mushrooms, "O'Brien" potatoes (Catering Officers note!), green beans, bread, butter, coffee, cold drinks, strawberry shortcake and whipped cream. Ice cream, bread and pastry is made on board.

The boat ("ship" in the U.S.N.) is air-conditioned throughout and so long as the reactor is running and the condensers operating there is ample water always available. Bunks, in separate compartments from the mess halls, have curtains and reading lights and do not have to be stowed away in working hours. Each bunk has a plastic overall cover to keep off dust.

Smoking is allowed at all times except when the batteries are being charged. Electric motors and diesels, known as the "belt and suspenders," are carried in case of a reactor failure.

NO "HARD LIQUOR"

But mercury thermometers, normal duplicating machine ink, wax polish

Formed only last month, the first meeting was held on June 23 and it was decided that the inaugural meeting should take place at the Grove Hotel, Woods Lane, Stapenhill, Burton, on Saturday, July 22.

The landlord of the Grove, Shipmate Dolman, who is also the branch treasurer has given the branch full use of the club room which can accommodate 60 to 70 people in comfort.

It is hoped that the branch's two serving members, Shipmate "Ron" Lewis, R.M., at present at Eastney and Shipmate "Mick" Sherratt, who is at Portsmouth will have many enjoyable hours when they visit the Portsmouth branch.

Shipmate Reid is surprised at the number of serving and ex-serving men living in and around Burton and he would be grateful if those interested in the new branch will contact him at 27 Watson Street, Burton-on-Trent.

(S.B.As., Writers, Buffers note!) and tetrachloride (clothes cleaner) are forbidden. The special duplicating machine ink is made from alcohol and is the only "hard liquor" carried. All these substances contain toxic ingredients and would be hard to remove from the air-circulation system. Carbon dioxide is absorbed by "scrubber" units and oxygen is replenished from bottles stored in the ballast tanks. Carbon monoxide from cigarette smoke is converted into carbon dioxide and then removed.

One of the most responsible jobs on board is carried out by the boat's S.B.A. (Hospital Corpsman in U.S.N. parlance). He checks the radiation levels in 25 places inside and outside the boat before she comes alongside.

To keep a check on radiation levels each member of the crew wears a "dosimeter." Shaped like a fountain pen and clipped into a top pocket it shows on a hair-line gauge when held up to the light the amount of radiation the wearer is receiving. In addition, small strips of special film are worn and others are clipped in different places round the boat. These go cloudy like an exposed negative if there is any rise in the normal radiation level.

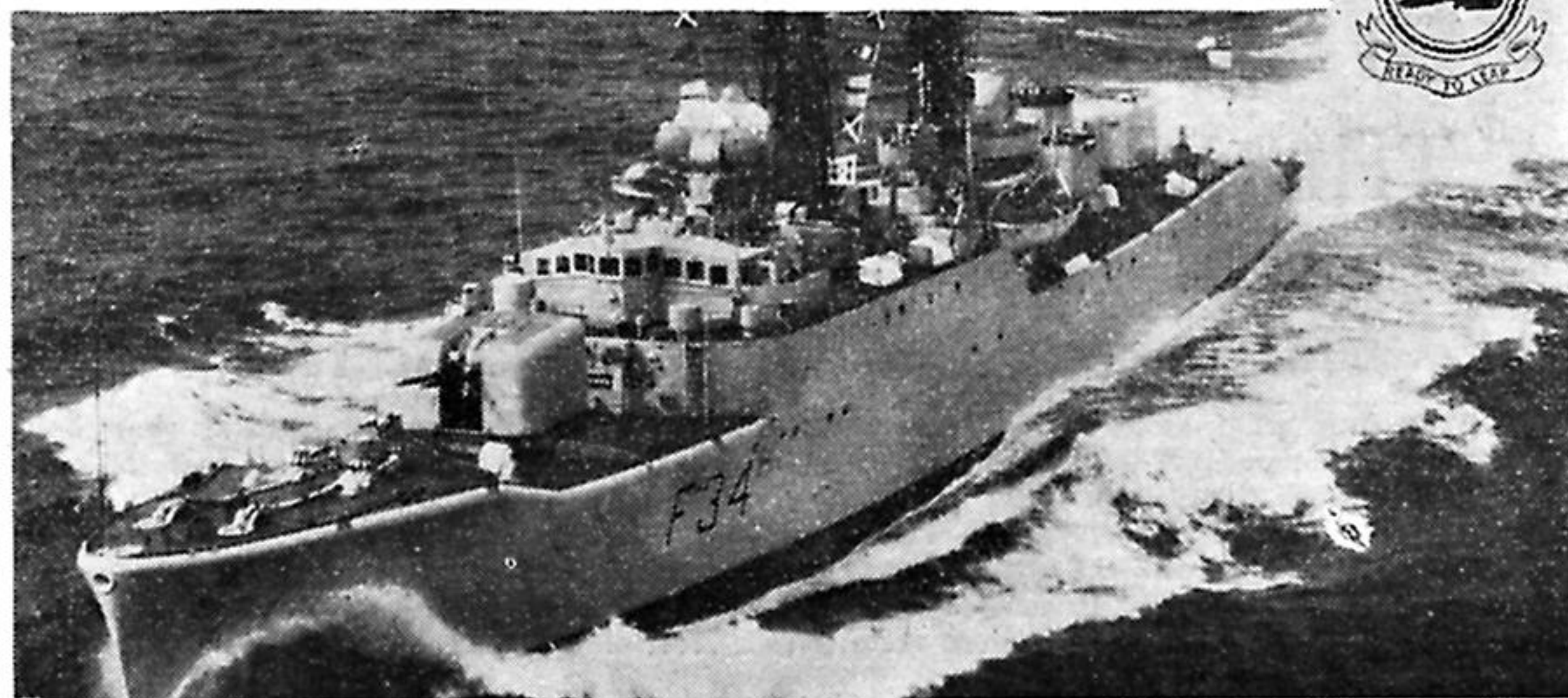
BANKS LIKE AN AIRCRAFT

The Scorpion has an underwater speed of 20 knots very much plus and a maximum diving depth of 400 feet plus. When turning she banks like an aircraft, and, though her captain is waiting till the day he can loop the loop, she can be swung over to an angle of 45 degrees. For this reason strops are carried to which members of the crew can secure themselves in a really tight turn.

SHIPS OF THE ROYAL NAVY

H.M.S. Puma

No. 68



H.M.S. Puma, the leopard-class type 41 anti-aircraft frigate was built by Messrs. Scott's Ship Building and Engineering Co. Ltd. at Greenock, being launched on June 30, 1954, and completed on April 24, 1957.

One of the four "big cats," Puma's dimensions are 339 ft. (o.a.) x 40 ft. Her complement is about 200. Displacement of the "big cats" is 2,480 to 2,520 tons (full load).

These fine-looking ships were designed primarily for the protection of convoys against air attack, but their speed and endurance are such that they can also be used as a medium-type of destroyer in offensive operations.

It is understood that these ships may eventually be fitted with the Seacat close-range anti-aircraft guided missiles.

The main armament consists of two twin 4.5 in.

The fifth ship of this class was to have been named Panther, but was transferred to the Indian Navy and named Brahmaputra.

TREASURE WAS A PIECE OF STRING

THE Plymouth branch of the Forces' Motoring Club recently staged a most successful treasure hunt.

Twenty cars—from bubble cars to luxurious saloons—met at Home Park car park (soccer enthusiasts will immediately associate this with Plymouth Argyle) and left at 30 second intervals to search for their treasures—a stick of rhubarb, an elastic band and a piece of string 5½ inches long.

The winding 40-mile course took the competitors out to the edge of the moors, around the narrow lanes near Bickleigh, and over the first bridge across the Tavy—Denham Bridge.

After identifying the photograph of a statue in Tavistock, the members spun round Dartmoor prison, R.A.F. Sharpham and Barrator reservoir to Shaugh Prior—the end of the "hunt" but the beginning of a pleasant evening among fellow enthusiasts.

The chairman of the Plymouth branch is Ord./Art. Palmer who has just completed his stint with the Plymouth Command Field Gun Crew. The next event will take place on July 11.

Hounslow has a new H.Q.

THE 13th birthday of the Hounslow Branch was celebrated on May 13 by a dinner in the new headquarters at the Lion and Lamb, High Street, Hounslow, when 68 sat down to an enjoyable meal.

The branch has met ever since its inauguration at the Railway Hotel, and on the occasion of the annual dinner Mrs. Hall, the hostess for so many years, was presented with a barometer, suitably inscribed.

Others present on this occasion were Shipmate A. Wootton (No. 1 Area chairman) and Mrs. Wootton and Shipmate Tanfield, of Fulham Branch, with some of his merry crew.

It was a most pleasant evening and the organiser says the only moans he had were that the occasion had passed all too quickly.

The landlord of the new headquarters is an ex-Royal Naval man and already a member of the branch. The branch meets every Friday night at eight o'clock.

H.M.S. Wakeful fired the salute of 21 guns in honour of the Queen's birthday on June 10.

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There is no 'throw-'em-in-the-deep-end' approach to Naval training today

A THIRD OF TODAY'S OFFICERS BEGAN SERVICE AS RATINGS

Many opportunities for a technical career

TO the question "what makes a young man want to join the Navy," recruiting statistics show only that it is seldom possible to give a single unqualified answer. Sailors themselves are noticeably inarticulate about such things. Salt water in the blood remains a strong favourite. The uniform, travel and the pay are others. Yet another, however, and one that has achieved a growing currency over the past few years, has to do with the high standard of training in a wide variety of occupations provided for all who seek a career in the Royal Navy. Certainly it is to this aspect of a naval career that many of the discerning young men who present themselves at recruiting offices up and down the country direct some of their most searching inquiries.

All this is very encouraging from the Navy's point of view. For clearly the young man who has the desire to acquire skill or a trade—who wants to excel in something—is excellent material for a Service that, in its growing technical complexity is making increasing demands on brains rather than brawn. Should he bring with him some G.C.E. passes, an aptitude for things mechanical and, perhaps, a certain adventurousness of spirit, so much the better.

What does the Navy offer in return? The Navy's attitude to the training of its young men is perforce one of "the good of the Service." But if it owes much of its present urgency to the recollection of Fisher's harsh warning that "no amount of personal valour will compensate for technical inferiority," it recognises too that the sailor is very much an individual. Consideration of the individual—both as a Service man and, ipso facto, as a future ex-Service man—looms large in the Navy's approach to training.

SKILLED OCCUPATIONS

The range of skilled occupations open to the sailor today—from electrical engineering to physiotherapy, from aircraft handling to communica-

tions, from weapon control to cookery—is, indeed, broader than ever before. There are the engineering categories (in both the mechanical and electrical sense of the word) represented by the Artificers, Mechanics and Mechanics of the Fleet. There are radar plot operators, divers, photographers, writers, surveying recorders, physical training instructors, meteorological observers, stores assistants and stewards, to name but a few.

The denominator shared by all categories, however, is the uncommon one of being a sailor and, irrespective of future specialisation, it is wholly to this aspect of his career that the early weeks of a sailor's training are directed.

With few exceptions (notably Artificers), all young men who join the Navy begin their careers at one or other of the Navy's "New Entry Training Establishments." Those under 16½ go to H.M.S. Ganges, near Ipswich, or to H.M.S. St. Vincent, at Gosport; those aged 16½ to 28 go to H.M.S. Raleigh, near Plymouth.

The Navy does not subscribe to the throw-'em-in-the-deep-end' approach to training, and thus, at these estab-

lishments, early instruction takes the form of a carefully planned and smooth transition from civilian to naval life and discipline. This includes physical training, lectures on naval terms and customs, instruction on how to maintain one's uniform (the sartorial elegance of the sailor is not casually acquired), elementary seamanship and boatwork, medical lectures, and so on. Each establishment is run on the lines of a ship; "settling down" embraces learning to call a floor a deck and a wall a bulkhead—it saves embarrassing gaffes when the young sailor joins his first ship.

In H.M.S. Ganges and H.M.S. St. Vincent this acclimatisation forms part of the general training along with education (leading to G.C.E. examinations), initial technical instruction, boatwork, Outward Bound expeditions, and recreational activities, and the whole (which lasts for more than a year), is well larded with sport. These two establishments take a good proportion of the 6,000 or more ratings who enter the Navy each year, and are now the repositories of years of experience in the training of young men. Parents, meeting their transformed offspring at the "Open Days" held at the establishments, are invariably delighted with the results.

On completion of their common training the paths of all ratings, the juniors who began at H.M.S. Ganges and H.M.S. St. Vincent, and the adult entry from H.M.S. Raleigh, diverge.

ENGINEERING IN THE NAVY

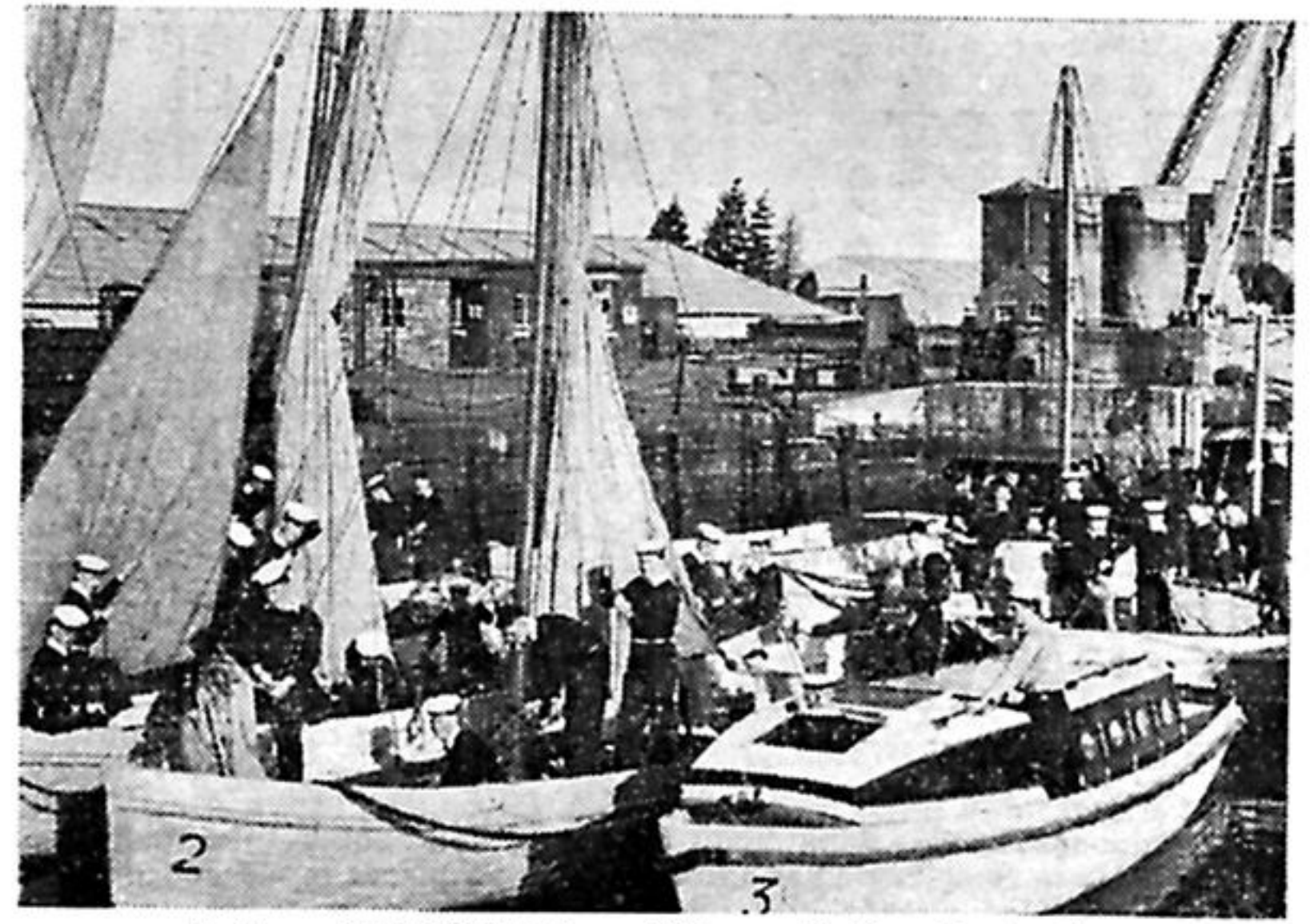
The task of operating and maintaining the Navy's ships and aircraft—and their complex electrical and electronic equipment—is an engineering challenge that has no parallel in civilian life. In the mechanical field it encompasses marine, weapon and aeronautical engineering. In the electrical field it embraces the generation of power for the operation of vital navigational and gunnery equipments and power for domestic purposes; it involves servo mechanisms, digital and analogue computers, radio, radars and radar. To these challenges to technical "know-how" nuclear engineering is now being added.

Three groups of skilled technical ratings are concerned with naval engineering and they perform differing tasks under the direction of their officers. These groups are Artificers, Mechanics and Mechanicians.

THE ARTIFICER

For more than a hundred years the Artificer has been a man of outstanding skill and responsibility in the Royal Navy. Although his title is an old and now peculiarly naval one, his status has not changed; indeed his responsibilities have increased as technology has advanced. He is trained to do engineering repair and maintenance work demanding a high order of precision, manual skill and diagnostic ability.

There are five types of Artificer: Aircraft Artificers responsible for the maintenance and repair of air-frames and aero-engines of the Fleet Air Arm's jet, turbo-prop and piston-engined aircraft; Electrical Artificers concerned with radio, electrical and electronic machinery and equipment in ships and aircraft; Engine Room Artificers responsible for the propulsive machinery of ships—soon to include nuclear machinery—and a wide range of auxiliary engines; Ordnance Artificers concerned with weapons, both surface and underwater, including guided weapons, computers, the auto-control of gun



Juniors of H.M.S. St. Vincent (Gosport) at boat instruction

mountings, mortars and launchers; and Shipwright Artificers, largely responsible for the soundness of hulls, boats, ventilating systems, plumbing, anchors and capstans.

The main method of entry as an Artificer is through the Navy's Artificer Apprenticeship scheme between the ages of 15 and 17½. All Artificers are given five years' training, beginning at H.M.S. Figgard, a shore training establishment near Plymouth. Their training, which is recognised as a fully skilled apprenticeship by the trade unions, lasts longer than that of any other rating. On its completion Artificers are rated Petty Officers. Their advancement is swift and by their early twenties they find themselves in charge of other ratings and responsible for some of the most intricate and expensive equipment of our age.

THE MECHANIC

Similarly, the young man who joins as a Mechanician may engage in any one of a wide range of engineering activities. He may become an Engineering Mechanician working under the supervision of senior Mechanics or Engine Room Artificers to maintain a ship's propulsive machinery, boilers, turbines and various auxiliary engines.

If his leanings are towards electrical engineering, he may serve in any one of four sub-specialisations of the Electrical Branch. As an Electrical Mechanician he would help to maintain generating, distribution, lighting and domestic equipment; as a Radio Electrical Mechanician he would work on radio, radar, asdic, navigational and weapon control equipment. In the "Air" equivalents of these categories (Electrical Mechanician (Air) and Radio Electrical Mechanician (Air)) he would work in an aircraft carrier or an Air Station on aircraft electrical equipment or aircraft radio equipment. In the Fleet Air Arm he might serve as a Naval Air Mechanician having responsibility for either airframes and aero-engines or for the armament of naval aircraft. Aircraft armament today includes not only bombs and rocket projectiles, but "Firestreak" infra-red homing missiles as well.

The training given to the Navy's Mechanics takes place mainly at specialist engineering training schools. Initial training is followed by practical experience with progressively more advanced training at various stages of service.

Outstanding Engineering, Electrical and Naval Air Mechanics may be selected, after about five years in their branch, for advancement to Mechanician (Petty Officer rating).

Naval Airman Branch range, direct and organise the movement of aircraft ashore and afloat. They are trained in control-tower work and are the specialised fire-fighters for the Fleet Air Arm, driving and operating aircraft tractors, fire-fighting and air traffic control vehicles and mobile cranes.

Meteorological Ratings of the Naval Airman Branch assist Forecasting Officers with the preparation of weather information required by aircrew. They make observations of actual weather conditions, service automatic weather recording instruments and plot weather charts and prepare them for analysis and interpretation by forecasting officers.

RAPID ADVANCEMENT

Needless to say, ratings of all branches enjoy similar advancement prospects. Each branch has its own well-defined advancement procedure

Training courses for this are comparable to full trade apprenticeships. Indeed, in terms of technical responsibility, Senior Mechanics become fully interchangeable with Artificers.

Until recently the only road to Mechanician was through service as a Mechanician. To supplement the corps of skilled ratings working in the Air Electrical and Air Radio Electrical fields, however, the Admiralty last year introduced a "Mechanician Apprenticeship" scheme. Under the scheme young men between the ages of 17½ and 23 enter for training as Mechanicians. The training, both craft and technical, lasts five years, by which time ratings progress to Petty Officer. As fully trained men they take their place with Artificers and Mechanics advanced from Mechanician, in the round-the-clock work of keeping the Navy's new generation of aircraft—the jet Scimitars and Sea Vixens, the turbo-prop Gannets and the piston-engined helicopters—at peak operational efficiency.

OTHER TECHNICAL CATEGORIES

While recognising the importance of the skilled Artificers, Mechanics and Mechanics within the Naval Service, the Navy, nevertheless, is not all boilers and complicated computers. Indeed, when one speaks of the variety of the naval way of life (and in its recruiting literature the Navy frequently does) it is among other categories that this quality may be most clearly demonstrated.

For the young man who wants to join the Navy, but whose aptitudes are not wholly mechanical, the choice of occupation remains a very wide one. In the Seaman Branch, for example, he might become a gunnery rating, a T.A.S. rating (Torpedo Anti-Submarine), a surveying recorder, a physical training instructor, a radar plot rating, a boom defence rating, a sailmaker or a diver. If his leanings are towards office work he may serve in the Supply and Secretariat Branch, either as a writer or as a stores assistant.

He may, however, prefer to become a cook or a steward or to help man the Navy's world-wide communications systems, as a radio communication operator or as a tactical communication operator. In the Fleet Air Arm he may serve as an aircraft handler, a photographer, a safety equipment rating or a meteorological observer. If he has the required sense of vocation he may serve as a sick berth attendant.

(Continued on page 14)



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A lovely visitor to Portsmouth

DECKS WOULD PLEASE ANY FIRST LIEUT.

(By DESMOND WETTERN)

IN complete contrast to the ultra-modern Scorpion described on page 3 is the 3,700 ton Spanish naval training schooner Juan Sebastian de Elcano which visited Portsmouth last month.

Completed in 1928 she carries out at least one major cruise every year. This year she has visited the Canary Islands, the Azores, Jacksonville, Norfolk, Boston, Hamilton (Bermuda) and, after leaving Portsmouth, Brest in north-west France. Previous cruises have taken her all over the world. She carries 19 officers, 77 midshipmen completing their final training at the Academy at Marin, near La Coruna in north-west Spain, 140 Chiefs and P.O.s, 158 junior ratings and 24 bandsmen. The midshipmen are drawn from the Executive, Engineering and Supply branches and from the Marine Corps. Before joining the ship they have all completed four years' training at the Naval Academy. This includes going aloft up a mast ashore and, perhaps surprisingly, it takes only a week for a midshipman to become accustomed to going aloft up one of the Elcano's four 140 ft. masts.

VALUE OF SAIL TRAINING

The Spanish Navy believes firmly in the value of sail training to make better and more efficient seamen. "We

regard it as still important even in these days of electronics," one officer remarked.

The wardroom was lavishly in keeping with a ship of this type being decorated with ornate silverware and it was also heavily panelled in wood. Officers sit at small tables—usually four to a table. The compartment contained numerous engraved plaques and other trophies presented by various cities which the ship has visited—many date back to pre-war days. In the wardroom smoking room was a large picture of H.M.S. Troubridge presented at Halifax, N.S., in 1960.

The Captain's day cabin contained heavily carved furniture and a massive wooden desk. His bathroom had all the fittings in a light shade of green.

STAINED GLASS

In the wardroom area stained glass is used in the skylights. The midshipmen's accommodation seemed spacious and had a large number of wooden armchairs and adequate table space.

The bridge would not suit those used to standing their watch in a warm compartment peering through "clear view" windows. The only concession to comfort being a few canvas spray dodgers.

The sickbay boasts an operating table and X-ray equipment and on passage from Boston to Portsmouth a major operation was carried out.

The main galley appeared to be well-equipped and a typical menu might be: fried eggs with rice, minced meat and potatoes, fruit and wine. Such a menu would, of course, be very similar to that eaten by many people in Spain.

A LOVELY SHIP

Undoubtedly the Juan Sebastian de Elcano is one of the most lovely ships afloat. Her gleaming white hull and spotless upper decks would delight the heart of the most fastidious First Lieutenant! It is, perhaps, a pity that we do not possess a large sailing ship since the graceful Elcano and her extremely smart complement doubtless provide a novel and splendid way of showing the flag for their country.

Pendant for South Shields Sea Cadet Corps

THE 1960 Sea Cadet Corps Efficiency Pendant was presented at T.S. Collingwood, the Headquarters of the South Shields Unit, Sea Cadet Corps, on April 28 by Capt. A. Farrow, O.B.E., R.N., to the Commanding Officer of the unit, Lieut. II. Banks, R.N.R.

Present at the ceremony was Capt. F. C. Mills, D.S.C., R.N., the Commanding Officer of H.M.S. Collingwood, Fareham, who officially handed over to the Sea Cadets six bugles and four drums to form a unit band.

The dedication service was conducted by the Rev. A. A. Reid, the unit chaplain.

Among those present was the Mayor of South Shields, Alderman J. F. Richardson, and Lieut.-Cdr. F. E. Cowan, R.N., who represented the area officer.

Gentle slope became a forbidding Everest

The long walk

(BY NAVY NEWS CORRESPONDENT)

A SHORT week-end near Dunoon sounded quite appealing. There we were, with Sandbank just in sight, ten energetic Wrens prepared for the long walk. Just how long we did not know—but we were to find out. At that moment we were away from the chores of Abbotsinch and the prospect was fine.

The first obstacle lay directly ahead, a gentle sloping hill, or so we thought, but this gentle sloping hill soon became a forbidding Everest. After half an hour's toil we came to the conclusion that this was no "good old skive," but a fight to the finish. Sinking ankle deep in mud we plodded gamely on to what was thought to be the top of the hill. Instead we found another "gentle slope" and so this went on. After three back-breaking hours we arrived at the top and saw that we had a thousand feet descent in front of us.

Much to our relief we found going down a little easier than coming up. By some unfortunate means we all acquired muddy seats, and, by the time Sunday evening had arrived, one ill-



Wrens on expedition week-end near Dunoon

fated member of the party had worn four different pairs of trousers.

We made our camp on the first suitable piece of ground and soon the stoves were burning and the food cooking. How good it smelt and tasted! However, our troubles were not over yet—the rain came down and we beat a quick retreat into our tents. Sleep for some but not for others. The same unlucky member of this party was once more beset by troubles, the tent leaked, the sleeping bag leaked, she awoke in a puddle; result: two occupants in one sleeping bag!

The morning broke, bringing with it rain, but still we were able to laugh and joke. After a hearty breakfast we set off on the last stage of our journey and this proved to be a much easier walk. We had time to admire the scenery, which really was beautiful, and seemed to make our hardships of the previous day worth while.

NO M.F.V.

Soon Loch Striven was in sight. This was the place where we were to be picked up by the motor fishing vessel. Then came disaster—NO M.F.V. The weather was rough and we were faced with a 13-mile walk to Dunoon. Determined not to let this spoil our glorious week-end (for it was) we trudged on. Lady Luck admired our fortitude and two miles further on we were given a well-earned and most welcome lift to Dunoon where we boarded the steamer and headed reluctantly home and a "pusser's" bed.

NEW DUTIES FOR MINEWATCHERS

THE Board of Admiralty has decided to extend the responsibilities of the Royal Naval Minewatching Service.

About 5,000 men and women between the ages of 21 and 60 at present train in their spare time at key points around the coasts of the United Kingdom to carry out this task. A great deal of this work will involve service afloat in small craft.

The threat of minelaying from the air has not been diminished by any development since World War II. The present organisation and training will, therefore, continue but, in addition, minewatchers will in future also train to provide Port Parties, i.e., the basic local organisation for Resident Naval Officers and Naval Officers-in-Charge who would be appointed at minor ports in war. Port Parties will be required, among other things, to provide boat crews, dispatch riders and headquarters staff. Generally, the object is to build up a pool of experienced and dependable personnel for emergency duties.

The extended organisation of the Minewatching Service will relieve the pressure on Naval reservists earmarked for service at minor ports in war.

Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer rate:

To Chief Engineering Mechanic
 KN 91947 A. D. L. Robins, KN 87075 W. M. Smith, KN 85883 C. G. H. Rogers, KN 92973 S. V. Clegg, KN 92448 H. J. J. Ellis, KN 142065 B. G. Martin, KN 805033 J. Walker, KN 841470 H. Jones, KN 832126 G. G. Gooding, KN 776019 B. S. McAllister, KN 107264 W. Lowe, KN 866357 E. J. Drew, KN 82855 W. C. H. Brumfield, KN 769898 W. Jones, KN 771251 J. D. Peet, KN 794334 C. S. Hyde, KN 875656 R. Elliott, KN 98075 R. A. C. Macdermott, KN 89204 A. R. Hayward.

To Acting Chief Engine Room Artificer
 MN 818804 E. J. Porter, MN 102162 I. G. S. Smith, MN 102426 P. A. Bryan.

To Chief Petty Officer
 JX 160013 E. S. Webb, JX 159362 R. T. Jordan, JX 154570 J. C. Forbes, JX 163529 D. Carr, JX 175862 A. R. Cleator, JX 581009 R. F. Harrison, JX 371946 A. Birmingham, JX 163482 K. J. Hillier, JX 151905 W. O. Merritt, JX 159744 T. E. Wilson, JX 155364 V. A. Coughlin, JX 158276 J. McNutt, JX 166730 A. W. Mitchell, JX 163702 E. P. Gauntlett, JX 160392 J. J. McMillen, JX 160459 D. Wisser, JX 777870 R. McN. McLean, JX 145485 F. Mills, JX 418879 R. Dunford, JX 159784 R. Davies, JX 245683 L. S. Aylett, JX 156939 R. J. Haward.

To Chief Sallmaker
 JX 156440 H. Cannings.

To Master-at-Arms
 MN 801152 J. E. Yound.

To Acting Chief Ordnance Artificer
 MN 855878 R. A. S. Fields, MN 857671 J. Cotterill.

To Acting Chief Electrical Artificer
 MN 855991 B. S. Cole, MN 896850 A. W. Pring.

To Chief Electrician
 MN 759381 K. A. Prince, MN 899736 A. W. Wheeler, MN 90005 N. M. Howey, MN 508709 W. N. Hitchkiss, MN 842214 H. R. Butterfield, MN 851805 T. McGuffie, MN 544583 D. P. Gourlay, MN 76617 A. T. C. Kirkup, MN 904971 F. L. J. Pearson.

To Sick Berth Chief Petty Officer
 MN 816189 R. Stevens.

To Chief Radio Electrician
 MN 834591 A. Wood.

To Chief Petty Officer Writer
 MN 789915 J. L. Morrison, MN 834426 J. C. Martin, MN 846948 G. E. Skeens, MN 811703 G. H. P. Pitcher, MN 771737 D. Williams, MN 801133 H. E. Chalkley.

To Stores Chief Petty Officer (V)
 MN 868051 D. G. Mitchell, MN 771053 A. S. Shaw, MN 860228 S. C. Misselbrook.

To Stores Chief Petty Officer (V)
 MN 710247 S. T. Delaney.

To Chief Petty Officer Cook (S)
 MN 840095 R. E. Timms, MN 829132 J. R. Newell, MN 84164 E. J. North, MN 817137 C. F. Motley.

To Chief Radio Communication Supervisor
 JX 162064 J. A. Ashwell, JX 164252 F. J. Pigot, JX 292799 D. Blackwell, JX 778126 P. L. O'Rourke.

To Chief Communication Yeoman
 JX 163490 R. N. C. Brooks, JX 401376 J. McGillivray.

To Acting Chief Aircraft Artificer (O)
 L/FX 100276 T. A. Radley.

To Chief Airman (SF)
 L/FX 722573 D. L. Robinson.

AURORA KEEL LAID DOWN

THE fifth ship of the Leander class of general purpose frigates was laid down on June 1 at the Clydebank shipyard of John Brown & Co. (Clydebank) Ltd.

This vessel, whose main machinery will also be built by Messrs. John Brown, will be named the Aurora when she is launched.

The other ships of this class already under construction are the Leander, Ajax, Dido and Penelope.

In Memoriam

Malcolm Leslie Barnes, Stores Assistant (V) P/M.981742, H.M.S. Collingwood. Died May 23, 1961.

Clifford Alfred John Perry, Petty Officer Electrician, P/MX.581447, H.M.S. Ark Royal. Died May 4, 1961.

Frederick Davis Scott, Able Seaman, C/J.963315, H.M.S. Malcolm. Died on the night of February 9-10, 1961.

Richard Anthony Studd, Junior Engineering Mechanic 2nd Class (056410), H.M.S. Ganges. Missing, presumed to have died February 13, 1961.

H.M.S. Vernon friendly wives to hold garden party

WITH Mrs. J. Blake in the chair the General Meeting on June 7 of H.M.S. Vernon Branch, R.N.F.U.S.W. was opened with prayers by the Rev. C. Muspratt.

The election of a new committee formed the main part of the afternoon's programme and the result was as follows: Mesdames Baxter, Buck, Dale, Fitzgerald, Murkin, Prior, Robertson, Rowe, Thrift and Vicary.

FUTURE EVENTS

The branch garden party will be held on Wednesday, July 12, at 2.30 p.m. Members may bring two guests. There will not be a meeting in August owing to holidays but on September 6 a film entitled "A Name to Remember" will be shown by the courtesy of Huntley and Palmers Ltd.

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BATTALION DRILL MAY HAVE LED TO THE MUTINY

Life in R.N.B. Portsmouth in 1905

Neptune has told in his previous articles of how he joined the Royal Navy in October, 1904—of the poor meals, poor pay and rigid discipline.

ON September 12, 1905, I joined R.N.B. Portsmouth (H.M.S. Victory), and was able to assume the status of a man, and as a fully fledged Ordinary Seaman, I did not realise immediately that I became eligible for night leave, and comparatively free to do as I chose during non-working hours.

It was very strange to join in a Mess and mix with other ratings very much older than myself. When falling in with liberty men on my first night, I had an uncomfortable feeling that I was attempting to "break ship" and expected to be apprehended before I had got very far. It was a great joy to reach home safely and once again sleep comfortably in a bed.

The following day all members of my draft were detailed to muster "Bag and Hammock"—a procedure which is found to be most irritating even under the best conditions. Our kits were "pussers" down to the last button in our housewife's. This, however, did not carry any weight with the Ship's Corporal in charge. According to his judgment our kits did not comply with the regulations. Seams on jumpers were in the wrong place, the "V" too low, trousers too wide. The only word in the Ship's Corporal's vocabulary appeared to be "alter, alter, alter."

The ghastly state of our kits was reported to the Clothing Warrant Officer, who promptly instructed that our leave was to be stopped until alterations were completed. The Ship's Tailor was too busy to help us but he said that if we saw the "Crusher" he would be very understanding. And he was. For the small sum of one shilling our difficulties were quickly overcome, and our leave made good, by this very understanding man.

THE RUM GLUTTONS

We youngsters soon understood that we had much to learn. At that period the barracks was full of overflowing; many ships had been reduced to nucleus crews and were cluttering up the dockyard. Consequently, there were many hard cases spread amongst the Messes throughout the barracks; men who did not care a rap for discipline, yet some were splendid seamen.

They dominated the Messes, especially with the issue of grog. Rum Cook was one of the perks they shared in

turn. A restricted tot was issued to those entitled to their grog and the surplus at the end of the issue was soon disposed among these "rum gluttons" and they soon disappeared to find a place to sleep during the afternoon.

Then there were the gamblers. A quick meal, a tot of rum, and out came the Crown and Anchor board, laid out in the gangway which was quickly surrounded by regular customers and a few old hands out to break the bank. Golden sovereigns were the rule and large sums were won or lost. It was a lucrative business for the banker. Occasionally a raid was made, but generally the Ship's Police kept clear.

In the forenoon large working parties were detailed for ships in the dockyard. This was one way of keeping the men out of the barracks, thus preventing idle hands getting into mischief. The officers of ships in the dockyard were responsible for keeping these large working parties employed. As there were, generally, more men than could be usefully employed, this was a problem which was a continuous headache, and it was a great relief when the time arrived for the parties to be marched back to barracks. Fortunately for the young Ordinary Seamen, gunnery training classes were formed to enable them to qualify in gunnery for the rating of Able Seaman.

BATTALION DRILL

On certain days of the week all available men in the barracks were formed into companies, issued with leather accoutrements and a rifle, and fallen in on the parade ground for battalion drill. Many of the men had never handled a rifle, nor had the faintest knowledge of battalion or company drill. However, Lieut. Collard was the Gunnery Officer and to him all things were possible. He would stand on the platform erected about the centre of the parade ground and, through a megaphone, issue the details of the movement to be carried out, relying on

the gunnery instructors of each company for the correct performance of the movement. Within a very short time there was complete chaos, and from these experiments in using untrained men in an endeavour to carry out complicated battalion movements, arose that tactless order, "On the knee" which was deeply resented, and eventually led to that very demoralising word "mutiny."

DETAILED FOR CHINA

Early in December, 1905, I, with many others, who had been through the training ships together, were detailed for draft to H.M.S. King Alfred, thought at that time, to be the last thing in cruiser construction. Speed, 25 knots; armament, two 9.2 guns, 16 6 in. and 12 12 pounders. Displacement, 14,000 tons.

She was to commission on January 2, 1906, as flagship of the China Squadron.

I was greatly thrilled—it was just what I had hoped for, a commission abroad and, above all, on the China station. My enthusiasm was unbounded, but once more my father, who was then serving in H.M.S. King Edward VII, said he could get me drafted to a ship in the Atlantic Fleet and thus make me available for draft to the Gunnery School at an early age.

I refused point blank. I was determined that I would sink or swim by my own efforts. My knowledge in naval procedure and gunnery had increased, but I still had a lot to learn in seamanship and the ways of men.

I had seen what was called the "serge suit party" being more or less herded together, consisting of "limited leave" men—deserters, or those just finished long terms of imprisonment. These men, with just the clothes they stood up in, were drafted to ships commissioning for overseas. They were certainly a problem, and a large number joined H.M.S. King Alfred when, on January 2, 1906, she was commissioned in Portsmouth Dockyard.

(To be continued)

NEPTUNE



The Royal Naval Barracks, Portsmouth, in 1904. The bandstand and mast have disappeared and on that spot is the Trafalgar block, opened in 1960, for the Chief and Petty Officers

Royal Marines entertain the French resistance workers

REMEMBER the "Cockleshell Heroes"? The Royal Marines do. Certainly. Not only because it was one of their most daring Second World War exploits but also because it was the heroic work of the French Resistance which enabled the two survivors, Major H. G. Haslar, R.M., and Marine W. E. Sparks, to get through occupied France and safely home again.

Five men and three women of the French Resistance responsible for this successful escape after the Royal Marine raid on German shipping in the River Gironde, in 1942, again met the "Cockleshell Heroes" last month. They were invited to visit London for three days as guests of the Royal Marines and were honoured by the Commandant-General of the Corps (General Sir Ian Riches, K.C.B., D.S.O.), who presented each of the eight French former Resistance workers with a certificate recording their dangerous work of 19 years ago.

With General Riches, to welcome their French friends of war-time days, were the only two survivors—now Lieut.-Colonel H. G. Haslar, D.S.O., O.B.E., R.M. (Ret.) and Mr. W. E. Sparks, D.S.M.—who attended the ceremony at the White City headquarters of the City of London Unit, Royal Marine Forces Volunteer Reserve.

Members of the party which visited London were:

Mrs. Mary de M. Lindell, Englishwoman, formerly married to a Frenchman, As Resistance leader "Marie Claire," she was head of an escape route from France.

M. Clodomir Pasqueraud, who took the survivors into his home after many others in a nearby village had refused to do so.

Mlle. Yvonne Mandinaud, who, while waiting to contact the escape organisation, hid the survivors in her hotel used by Chief of Vichy Police and Germans at all times.

Mme. Vve. Rullier, who acted as interpreter and helped to organise their departure.

M. Rene Flaud, who took the men in his baker's van across occupied France.

M. Jean Mariaud, who conducted the men over the demarcation line to...

M. Armand Dubreuil, who hid the men for three weeks as principal agent of "Marie Claire."

M. Maurice de Milleville, who conducted the men safely to Lyons from M. Dubreuil's farm.

The party arrived on Thursday, June 15. The following day, during a sight-seeing tour of London, they had lunch at the House of Commons and attended the reception in their honour at the White City before watching the Royal Tournament at Earls Court from the Royal Enclosure. They returned to France on June 17.

NINTH OF OBERON CLASS LAID DOWN

The keel laying ceremony for the submarine Otus took place at the Greenock shipyard of Scott's Shipbuilding & Engineering Co. Ltd., on May 31.

The Otus, the ninth boat of the Oberon class to be laid down, will have main engines built by British Polar Engines Ltd., of Glasgow and main generators by English Electric Co. Ltd., of Rugby.

CORE FROM SEA BED FIVE MILES BELOW

H.M.S. Owen (Cdr. P. D. Hall, H.D.S.C., R.N.), which sailed from Britain in September for survey duty in South Atlantic and Sub-Antarctic waters, arrived back at Devonport on May 31.

The Owen has, during her nine months' absence, retraced the first and last parts of the cruise of Capt. Fitzroy's Beagle. It was in that ship that Charles Darwin embarked as a volunteer naturalist and the Owen is the first survey ship to follow her passage since her historic voyage in 1831.

A record was set up by H.M.S. Owen during work in the Atlantic at the end of last year. She then obtained a four-foot "core" of the seabed in the Puerto Rico Trench at a depth of 4,277 fathoms—nearly five miles. This was the deepest core yet obtained by any H.M. Survey Ship.

The record core was one of a number taken for scientific research into the structure and shape of the seabed to assist in the study of the earth's evolution.

A DAY ON SHORE

The ship's company of the Owen also effected a landing on the remote 64-ft. high St. Paul's Rock, part of the mid-Atlantic Ridge, and spent a day collecting specimens and making observations. The rocks have only rarely been visited by H.M. ships, and the Owen left behind a sealed glass jar containing a nominal list of officers, scientists and ratings on board, a certificate explaining the circumstances and date of the visit, and air-mail editions of a London newspaper.

The ship also made the first recorded landing on the barren Brazilian islands of Martin Vaz, located about 650 miles

E.N.E. of Rio de Janeiro. Eight men can claim the distinction of being the first-known people to have set foot on the islands after leaping ashore from a surfboat towed through the breakers by a motor launch.

Four months of the Owen's time away from this country has been spent off South Georgia, where surveys have been controlled by new electronic equipment.

OYSTERS FOR MEON

WHILST on passage to the Persian Gulf, H.M.S. Meon (Capt. A. G. McCrum, Royal Navy) visited Hallaniya Island, one of the barren, rocky islands of the Kuria Muria group. As the ship approached the island, the apparently lifeless landscape was changed by the sudden appearance of a union flag streaming in the breeze from a well set mast.

The Captain and a number of the ship's company landed and, as they stepped ashore, they were greeted by the Headman and all the males in the population, a total of 87.

Although the Meon does not carry a doctor, her Leading Sick Berth Attendant provided able medical attention which the islanders appreciated as much as they did the food and stores landed for them. In return, Meon's sailors found a special attraction in this arid place—fresh oysters which, though small, were tasty.

The Kuria Murians gave a friendly reception in spite of language difficulties and, as Meon's boat left the shore, the Union flag was still flying gaily—but this time a new one, presented by the Meon.



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

* For members of the W.R.N.S. the Pension is £149 a year



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.

—Send this coupon to 246 Bishopsgate, London, E.C.2—

Please send details of the Progressive Savings Scheme

Name

Address

Rating or Rank

Age next birthday

NEPTUNE'S SCRAPBOOK



Rear-Admiral R. E. Portlock, C.B., O.B.E., has been placed on the Retired List to date June 10.

Surgeon Capt. D. O. Steele-Perkins, C.V.O., F.R.A.C.S., D.L.O., R.N., is to be promoted to Surgeon Rear-Admiral on his appointment to the Royal Naval Hospital, Haslar, to date June 23. He is to succeed Surgeon Rear-Admiral G. Phillips, C.B., Q.H.S., on June 30 as Command Medical Officer on the staff of the Commander-in-Chief, Portsmouth, and as Medical Officer-in-Charge of the hospital.

On a number of occasions Surgeon Capt. Steele-Perkins has been attached to the Royal Household and has accompanied Her Majesty the Queen on her visits to the Commonwealth and elsewhere.

Captain C. A. Meyer, R.D. and Clasp, R.N.R., has been appointed a Royal Naval Reserve Aide-de-Camp to the Queen from April 28 in succession to Captain J. H. Wright, R.N.R.

Mr. Barry Sheen has been appointed by the First Lord of the Admiralty to be Junior Counsel for Admiralty matters in the Admiralty Court in place of Mr. Peter Bucknill (resigned).

Captain J. G. Young, D.S.C., V.R.D., R.N.R., has been appointed to succeed Commodore C. P. C. Noble, D.S.C., V.R.D., R.N.R., as Commodore, Royal Naval Reserve with effect from November 1, 1961.

Joining the R.N.V.R. as a Paymaster Sub-Lieutenant in February, 1938, Captain Young transferred to the rank of Probationary Lieutenant later that year. He was mobilised in August, 1939, and became a gunnery specialist being appointed for gunnery duties in H.M.S. Penelope in April, 1942. He was awarded the D.S.C. for his services in that ship.

Lieut.-Cdr. J. F. Ennis, R.N., has been elected Secretary and Treasurer of the Royal Navy Football Association.

Two-hundred Royal Marines of 41 Commando serving at Bickleigh "invaded" the North Devon coast at Boscington on June 13 for Exercise "Silver Moon."

Rear-Admiral E. N. V. Curry, C.B., D.S.O., D.S.C., was placed on the Retired List to date May 25.

The Harwich Naval Force Association will hold its 18th annual reunion dinner on Saturday, September 30 at the Crown Hotel, 64 Brewer Street, Piccadilly, London, W.1. Full particulars can be obtained from the Hon. Secretary, F. C. Thompson, 128 Snakes Lane, Southend-on-Sea.

H.M.S. Thule pays off at H.M.S. Dolphin, for scrapping, after 17 years service on July 14.

H.M.S. Trenchant pays off at H.M.S. Dolphin on 31st July, prior to scrapping after 17½ years' service. This is the day that Rear-Admiral Hezlet, who was Trenchant's first commanding officer, hauls down his flag as Flag Officer Submarines.

Over 800 members of the Royal Marines' Association took part in the annual church parade and service at St. Martin's-in-the-Fields on June 18. Sir John Lang, G.C.B., until recently Secretary of the Admiralty and a former Royal Marine Officer of World War I took the salute in Whitehall.

Rear-Admiral H. S. Mackenzie, D.S.O. and Bar, D.S.C., relieves Rear-Admiral A. R. Hezlet, C.B., D.S.O.

and Bar, D.S.C., as Flag Officer, Submarines, on July 31.

H.M.S. Forth (Captain S/M, Second Submarine Squadron), arrives at Portsmouth on July 6, for personnel to participate in Freedom of Gosport ceremony. Weather permitting she will berth in Haslar Creek.

The South Africa Naval Reserve Historical Committee is trying to bring up to date a History of the South Africa Naval Reserve from its inception in 1885. F. J. Ditz-Gibbon, of 13 Regent Place, Durban North, Natal, South Africa, would be grateful for the loan of documents, reminiscences and photographs.

The Mercury Old Boys' Association has been re-formed and the Annual General Meeting will be held on Saturday, July 22, at the T.S. Mercury. Details can be obtained from H. Fraser, Esq., 10/12 Yeatman's Lane, Enmore Green, Shaftesbury, Dorset. Mr. Fraser is the ex-Chief Officer of Mercury who retired last July.

The Reverend R. W. Richardson, Chaplain, R.N., has taken over the duties of Chaplain of H.M. Dockyard, Portsmouth.

The Rev. H. W. Brierley, Chaplain, R.N., who has been Chaplain, H.M. Dockyard, Portsmouth, for the past two years has been appointed to Malta as Fleet Chaplain.

Supply Lieut.-Cdr. F. Percival, Royal Navy, Catering Officer of the wardroom, R.N. Barracks, Portsmouth, until his retirement last month has been awarded the M.B.E.

Rear-Admiral The Earl Cairns, C.B., is to be placed on the Retired List to date July 21.

Rear-Admiral S. E. Post, O.B.E., is to be Director, Engineering and Electrical Training Division, Training Department, Admiralty, in succession to Rear-Admiral K. R. Buckley, and to be Deputy Chief Naval Engineering Officer. The appointments take effect to date August 17.

Capt. F. Dossor, C.B.E., is to be promoted to Rear-Admiral to date July 7 and to be Chief Staff Officer (Technical) on the Staff of the Commander-in-Chief, Portsmouth, and for duty with the Commander-in-Chief, Home Station (designate) and Command Electrical Officer, Portsmouth, in succession to Rear-Admiral S. E. Post, O.B.E.

HISTORY MADE AT DURHAM

HISTORY was made at the May meeting of the Durham Branch of the Royal Naval Association when one of the latest shipmates brought along with him his daughter, Wren Pickford. Apart from the pleasure of the presence of an attractive girl, it had a most mellowing effect on the tone of the meeting!

Since the last report to "Navy News," the branch has been quite busy one way and another. Despite the 11th-hour notification from the nearby Seaham Branch, a few stalwarts attended the Seaham standard dedication. Consett gave the branch plenty of warning, and there was a better turn-out for that dedication on June 18.

A bus load of shipmates and their friends made the long trip to Hull on Whit-Sunday to attend the wreath-laying off Spurn Point.

ITALIAN VISITORS TO U.K.



The Italian Destroyer Leader San Giorgio and the Destroyer Indomito visited the United Kingdom in June. Photograph shows Indomito which was completed in 1958

Fifth Rothesay class frigate is commissioned

H.M.S. Berwick, the fifth frigate of the Rothesay class to be completed, was accepted into service on June 1, from her builders, Harland & Wolff Ltd. of Belfast.

Like her sister ships, Rothesay, Yarmouth, Londonderry and Rhyl, her armament consists of two 4.5 inch guns in a twin mounting controlled by an electro-mechanical computer sys-

tem and a single 40 mm. anti-aircraft gun. The latter will eventually be replaced by a Seacat ship-to-air guided missile launcher and director. She is fitted with the latest underwater detection equipment electronically linked to her anti-submarine armament, which consists of two highly accurate triple-barrelled mortars.

Frigates of this class are 370 feet

in length, have a beam of 41 feet and a standard displacement of about 2,000 tons.

After commissioning and working up to operational standard, H.M.S. Berwick, under the command of Capt. D. A. Dunbar-Nasmith, D.S.C., R.N., will serve on the Home and Mediterranean stations.

IF YOU'RE
THIRSTING
FOR

British Beer
TRY A
FARSONS

It's brewed in the
good old British way!

ALL THE BEST FROM
FARSONS

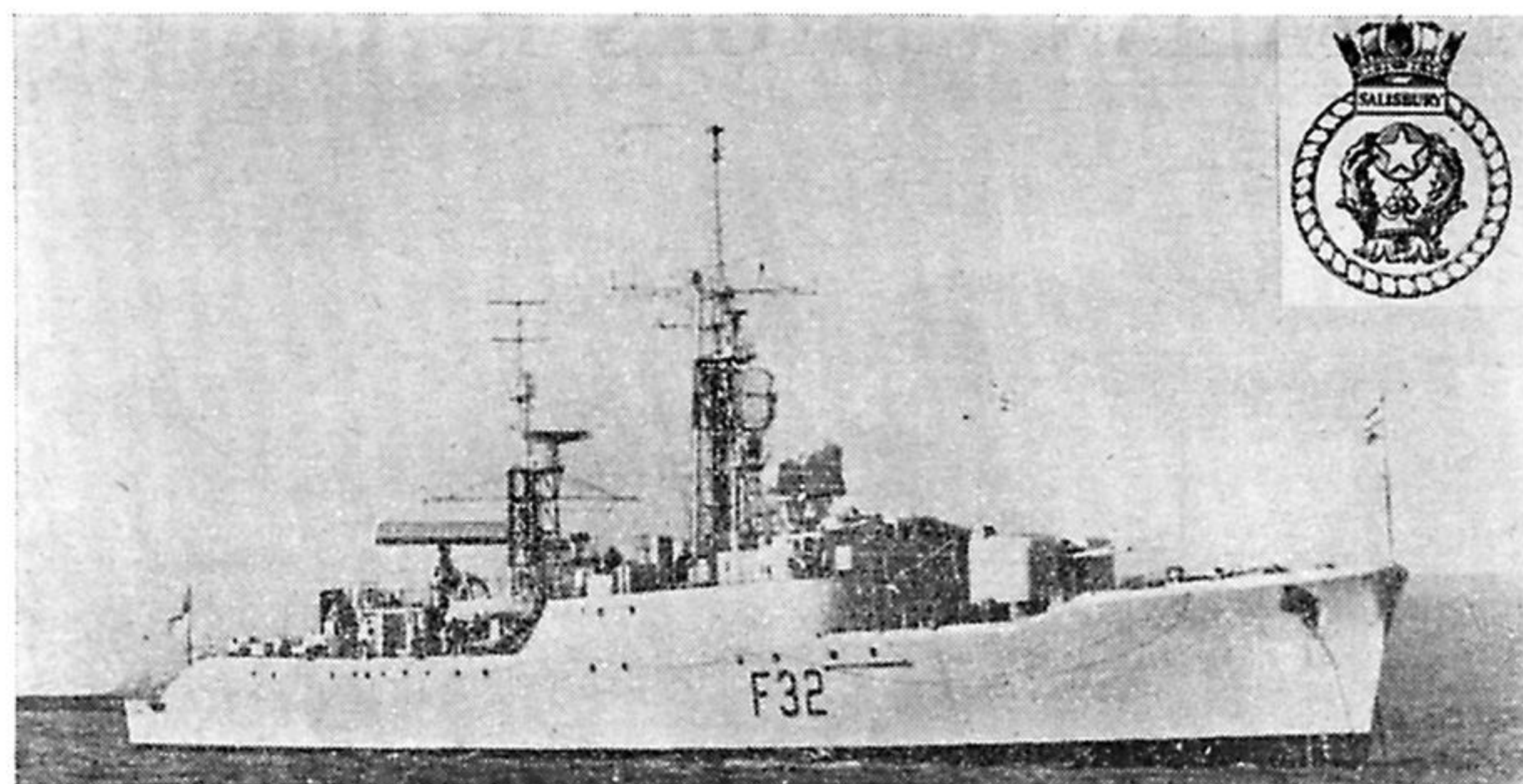
Brewers of BLUE LABEL, HOP LEAF, CISK LAGER, LACTO, FARSONS STOUT. These fine beers, all available in Malta, are also exported to N. Africa. They can be enjoyed throughout the Mediterranean area.



Dryad's fire-fighters



H.M.S. Dryad's trailer-pump crew, winners of the inter-service trailer-pump contest in the Hampshire Fire Service Competition. The crew were Junior Seaman Lloyd, Junior Seaman Moss, Leading Seaman Field, Junior Seaman Phillips and J.F.M. Pitt (absent)



H.M.S. Salisbury—a Type 61 Aircraft Direction Frigate. Laid down in 1952 and launched on June 25, 1953, she was the first ship to be built in H.M. Dockyard Devonport since the Second World War. The ship joined the Fleet on October 22, 1956, and has now completed her third commission

There are amusements— even on Iceland Patrol

PANEL GAMES, POP GROUP AND, OF COURSE, DARTS

HOW do sailors spend their time at sea? The ship's company of H.M.S. Salisbury (Cdr. J. K. Stevens, R.N.), provided answers to this question whilst protecting the interests of British trawlers in northern waters.

Most days at sea include a life raft transfer of medical or technical assistance to one of the many British trawlers which operate off Iceland at this time of the year. No monetary payment is received for this aid but invariably the life raft returns filled with some of the finest halibut, cod and plaice with which the fishing grounds abound. "Frying Tonight, 1900 to 2100" is always displayed on the galley door during Icelandic Patrols.

current pop singer has already been auditioned by Ted Heath, the famous bandleader.

Handicraft experts endeavoured to produce the piece of handiwork that would win the coveted prize, whilst "dart maniacs" and "uckers idiots" were rampant through the ship.

The silent service tried to be truly silent during the latter part of the patrol as a team of highly technical and highly talkative senior rates were roaming the ship persuading everyone to talk. Unfortunately the victim is unaware of the tape recorder hidden around the corner. The rating who gave a dissertation on the "sound signals to be made by a life raft towing a target, not under command and under way in a thick fog"—just couldn't believe his own voice when it was played back that evening.

The Royal Naval Film Corporation played its part in alleviating boredom, by providing 12 16-mm. films which were changed three times a week. Newsreels were at times a little out of date, and if "The Relief of Mafeking" were to have been shown, it would have attracted the same interest as the 1961 Cup Final newsreel (which was not available).

SCRAGGY BEARDS

Early on in the patrol the traditional beard growing contest was started, and by the third week, eighty per cent. of the ship's company staked a claim for the "scraggiest beard."

The Salisbury news was broadcast over the S.R.E. at 1900 daily. This included news flashes, mail delivery forecasts, and any item that could while away a few minutes of the time that is so abundant off this rocky, snow covered coastline. A 30 minute programme followed the news and the items included talks on "The Gestapo," "Fishing," "The Russian Secret Police" and "Mau Mau." Even the medical officer was bludgeoned into producing a "Radio Doctor" programme.

ANY QUESTIONS

"Any Questions" proved most popular, with views of the panel expressed on subjects ranging from "Birth Control" to "Corporal Punishment."

The Messdeck Store was taken over by the "Salisbury Shirkers" who are a cross-section of ratings of every branch who produce their own rhythm group, comedians, "odd odes" and vocal section. Their claim to fame is that their

LETTERS HOME

Apart from the varying items of interest the main beneficiaries were the Mums, Dads, Sweethearts, wives and children of the ship's company of H.M.S. Salisbury; for when the quiet moment did arrive letters home always took priority. As one member of the Wardroom remarked recently—"We must have been at sea for a long time—I've actually paid my tailor's bill."

SALISBURY PAYS OFF AFTER 80,000 MILES

AFTER twenty months on a General Service Commission, H.M.S. Salisbury returned to Devonport on June 5 to pay off.

In her third commission H.M.S. Salisbury has ranged from the humid heat of August in Hong Kong to the snows within the Arctic Circle off Iceland, travels which have taken her over 80,000 miles.

It is perhaps the many friendships made at the various ports of call which stand out as highlights of this commission. The sailor has always been one of his country's best ambassadors, and the ship's company of H.M.S. Salisbury have been no exception.

A highlight of the commission occurred in April, 1961, when H.M.S. Salisbury had the honour of escorting Her Majesty the Queen Mother in the

Royal Yacht to Gibraltar. During the passage Salisbury's Commanding Officer Cdr. J. K. Stevens, was transferred by jackstay to the Royal Yacht for

GOOD FOR LION

WHEN H.M.S. Lion sailed recently from Gibraltar after a week's stay, the following telegram was received by the Captain from the proprietors of three night clubs—the management of Café Universal, the Winter Garden and the Embassy—well known to all who have passed through Gibraltar.

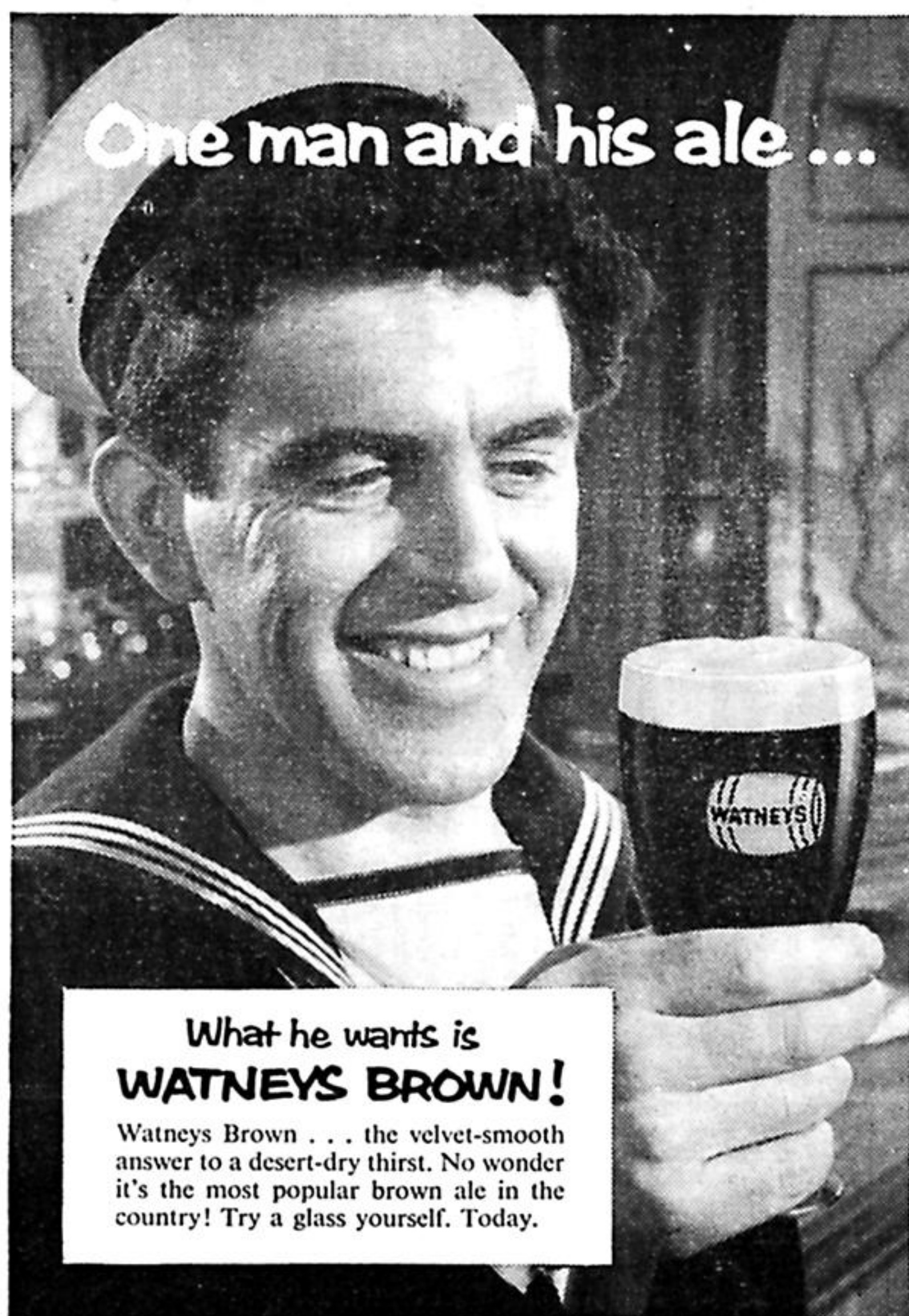
"Respectfully request you kindly convey our thanks to Chiefs and all naval ratings under your command for their excellent behaviour in our places during the ship's stay in port. We wish good luck to all and God-speed."

lunch with Her Majesty.

Another royal occasion occurred a year before this, when several of the ship's officers were presented to His Majesty, King Paul of the Hellenes and the Crown Prince, during a visit of H.M. Ships Albion and Salisbury to Athens.

Although H.M.S. Salisbury has been unable to visit its name city for obvious geographical reasons, this has not stopped the ship's company and members of Salisbury City Council exchanging visits on more than one occasion. Last month, members of the ship's company visited the Odstock Hospital at Salisbury to make a presentation of toys to the Children's ward.

This visit marked the last official function of the commission, and H.M.S. Salisbury, even at the tender age of six, returns to the yard who made her, for a face lift, so that next year she may again wear the white ensign to the far corners of the globe.



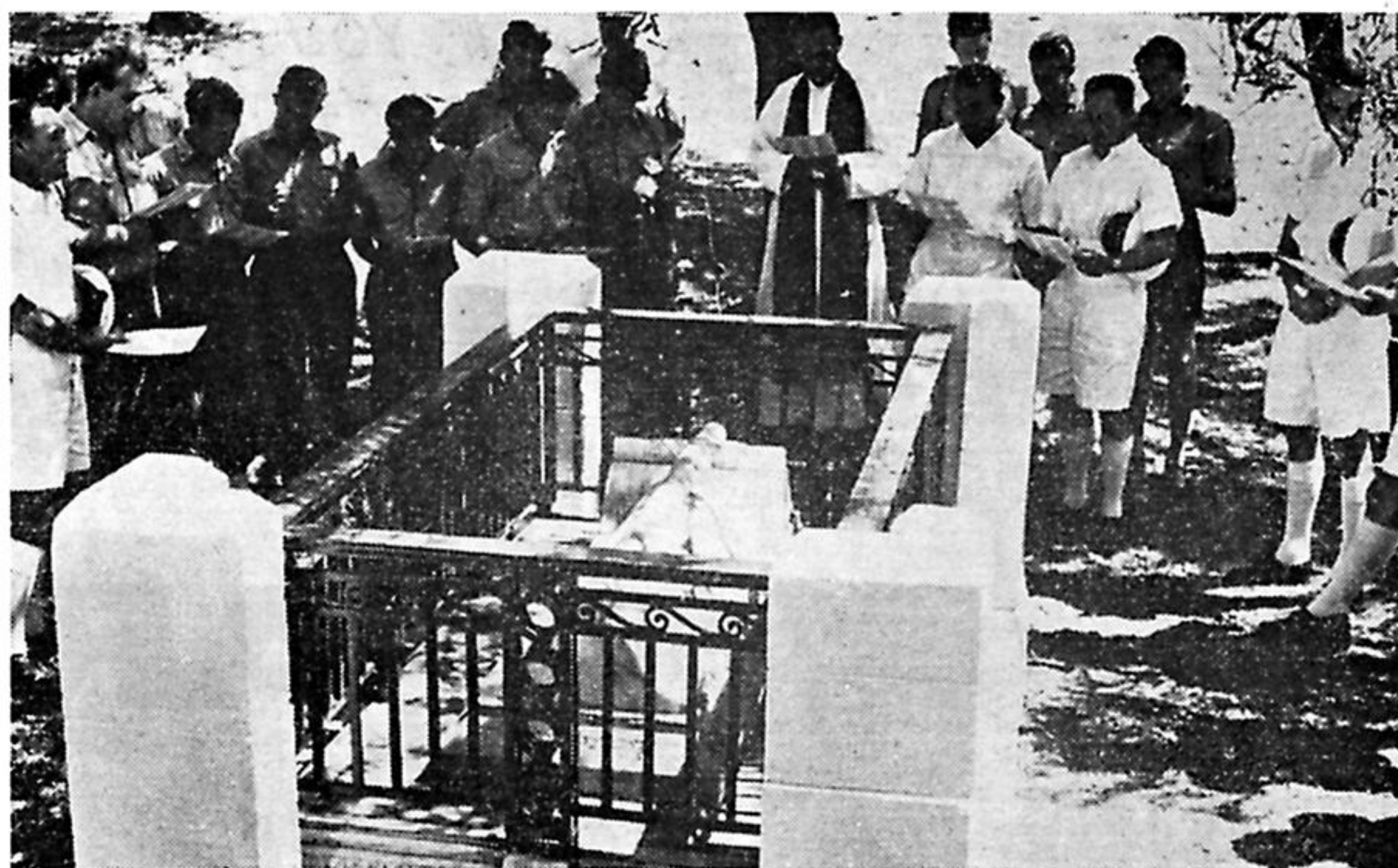
What he wants is
WATNEYS BROWN!

Watneys Brown... the velvet-smooth answer to a desert-dry thirst. No wonder it's the most popular brown ale in the country! Try a glass yourself. Today.

**What we want
is WATNEYS**

BROWN ALE : PALE ALE : HAMMERTON STOUT : DAIRYMAID STOUT

NAVY RESTORES POET'S GRAVE



Sank 11 ships in one patrol

FOR his exploits in the Dardanelles and the Sea of Marmora, Lieut.-Cdr. M. E. Nasmith, was awarded the Victoria Cross on June 25, 1915, and in a Special Order of the Day, Rear-Admiral Hezlet, Flag Officer, Submarines, recalls the work of Lieut.-Cdr. Nasmith and his crew in H.M. Submarine E.11.

During the patrol, in which he raided Constantinople itself, E.11 sank one large gunboat, two transports, three store ships, an ammunition ship and four other vessels—11 ships in all, destroyed by a vessel with a complement of only 30 officers and men.

On the return passage through the Dardanelles, a mine cable fouled E.11's hydroplanes. She proceeded, dived, at slow speed, for 11 miles dragging the mine with her until she reached a safe area.

Scene at the grave of the poet, Rupert Brooke, on the Aegean island of Skyros, after a landing party from H.M.S. Saintes, destroyer of the Mediterranean Fleet, had carried out restoration work on the monument. The service was conducted by the Rev. J. Garwell, R.N., Chaplain of the First Destroyer Squadron. The operation took place following reports of the neglected state of the grave of the poet, who died from blood poisoning in 1915 while on his way to the Dardanelles as a naval officer.

AMP

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ENDOWMENT ASSURANCES**

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Visited 40 ports in 12 months

THE frigate H.M.S. Ulster (Commander J. R. C. Johnston, R.N.) arrived at Devonport on May 10 after a year's service on the West Indies Station which has taken her 40,000 miles steaming since she left the U.K. almost exactly 12 months ago.

H.M.S. Ulster has had a varied commission. One result of the West Indian influence is the formation on board of what is believed to be the first steel band in the Royal Navy. The band is led by the First Lieutenant (Lieut.-Commander D. J. Hallifax, R.N.) and has given many television and public appearances in the Caribbean.

In addition to "showing the flag" throughout the West Indies, H.M.S. Ulster also rendered assistance as hurricane guardship in the North Caribbean providing medical and maintenance help in restoring facilities after extensive damage in Anguilla and Barbuda caused by hurricane Donna. Since leaving Portland on May 12, 1960, H.M.S. Ulster has visited 40 different ports and islands at least once.

Lynx will be home soon

H.M.S. Lynx sailed from Port Etienne, Mauritania, on May 6, thus leaving Africa behind for this commission, and on May 11 joined the West Indies Station.

On the way to Port of Spain, Trinidad, an inter-mess shooting competition was held and the wardroom team scraped home the winners by one point. Capt. R. A. Begg, Royal Navy, fired the opening shot for the officers. Shooting is popular in Lynx with over 40 marksmen on board.

Trinidad gave the ship's company their first taste of Caribbean life with resultant hangovers, but these cleared before arriving at San Juan, Puerto Rico, for a short visit. Here the United States Naval Base made everyone welcome and they threw all their many facilities open to the visitors. Old San Juan is a fascinating town of narrow winding streets clearly showing Spanish influence, and yet the demands of American tourists have made most of the restaurant and night club owners air-condition their properties and double their prices.

CHAMPION LIMBO DANCER

After a successful bombardment of an unfortunate West Indian island Lynx sailed to Bermuda for ten days self-maintenance and the Queen's Birthday Parade. The maintenance was done at Ireland Island and it rained almost continuously. This somewhat dampened morale which had raised high in anticipation of a tourist holiday. However the divers were not deterred and spent many hours exploring jetties and coral reefs. During non-working hours, Able Seaman Waters won a bottle of champagne for being Champion Limbo Dancer of the island for one evening.

For the last week-end the ship moved to Hamilton. The weather behaved as it should in Bermuda and the Queen's Birthday Parade, with Lynx providing the guard of honour, was conducted in brilliant sunshine.

The next port of call was Charleston, South Carolina, and the first glimpse of America for most. Officers and men were given the facilities of the naval base and took advantage of the Navy Exchange or one of the five swimming pools provided. This visit was primarily to arrange a briefing for surface and AA shoots, but in the event, due to a low cloud base only the surface shoot was completed before the ship arrived at Jacksonville, Florida.

WIZARD LITTLE POPPETS AWAKEN EXHAUSTED CREW

Chawton and Maryton visit Sarawak

PIRATE-CHASING A REST

TWO Minesweepers of the 104th Minesweeping Squadron, based on Singapore, the Chawton (Lieut. B. Cormack, R.N.), and the Maryton (Lieut. J. R. Hutton, R.N.), paid a seven-day goodwill visit to Sarawak at the end of May, and, as this article shows, there was plenty to interest and amuse those on board.

The two ships arrived off the mouth of the Ranjang River on May 20, and the first stop was Sarikei, followed by Sibu, Kanowit and Kapit going upstream and at Song and Sibu on the return journey.

Everywhere the two ships went numerous sporting fixtures were arranged—volleyball, badminton and soccer, but only in the latter did the ships gain any renown. At Sibu, the second town in Sarawak, His Excellency the Governor kicked off. The Navy lost but in fairness it should be said that Sibu had Mr. Goodwin, a professional coach from England playing for them. At least he was on the touchline shouting advice with furious gestures.

The following day, which was Whit Monday, the town was en fete. From all over the Rajang area the Ibans had been gathering for the regatta. There were stake boats, totes, unofficial bookies, chucking-up parties and heatedly disputed results both on the course and, almost invariably, later in the judges' box.

CHANTING CREWS

Everyone seemed to have turned out, the Malay ladies in their newest and gayest, and all watched the fun. The 30- or 45-men longboats, resplendent in new paint, flying through the water under the perfectly co-ordinated paddling of the chanting crews, the less swift and far more partisan progress of the 8-lady Prahus, the paddlers determined to display more of their other attractions rather than their maritime skill.

There was a blending of old and new, east and west, in the races of the outboard-engined native craft.

In the evening the Island Club most kindly entertained all on board—the judge's wife, who was in charge of the egg and bacon still receiving instructions from the ship's cook as how to break an egg in one hand without cracking on the frying pan first and without damaging the yoke. Try it!

Next day the two ships moved on to Kanowit. Here a most spirited and thoroughly enjoyable soccer match took place on the Pasang outside the old fort—now the district office.

Later the people of Kanowit came on board and the ship's officers gave a cocktail party—whilst, still later, a wonderful spread of local food and beer was laid on at the Recreational Club.

EIGHTSOME REEL

Here the Navy opened the entertainment by doing an eightsome reel, led by a piper of the Queen's Own Highlanders, embarked in H.M.S. Maryton for the trip.

This was the signal for the Ibans to bring out their gongs and after three performances by the district officer, the Chief of the Ibans in his loin cloth and a well-lubricated sailor of a highly stylised local dance, the party concluded with the Conga, the Hokey-Kokey and "Auld Lang Syne"—the display of talent being watched by a very large audience from every doorway, window and vantage point.

WIZARD LITTLE POPPETS

Next morning about 0600, when the decks were still strewn with sleeping sailors, the Iban Chief arrived unannounced, with his daughters. Never has "Jack" opened his eyes to see so

fair a dawn on board. The girls—wizard little poppets—were dressed Iban-wise (no top halves). The visitors looked round the ship, posed for photographs and departed an hour later wreathed in smiles and bearing a ship's crest and other gifts on their 36-hour journey home by longboat.

Soon the ships were on their way to Kapit—but not unescorted. The Sarawak Police Band ("No, First Lieutenant, you may not use them for cleaning brightwork"), the district officer and his children, the Father from the local Roman Catholic Mission, two Sarawak Ranger Officers, the Deputy Paramount Chief of the Iban and a lesser chieftain, Colombo Plan school teacher were on board and, as if these were not enough, three Australian timber prospectors hailed the ships directly the sun was over the yard-arm.

Kapit, 190 miles from the sea, was reached in the early afternoon. This town is the headquarters of the Ibans of the Upper Rajang. These wonderfully friendly people gave the ships' companies a great welcome, holding a party at Fort Sylvia, established as the outpost of the British Raj in 1860.

Even in its more warlike days it is doubtful if the fort ever heard more noise—the dancing turns of the previous evening were repeated—a considerable speech of welcome was delivered by Temenggong Jugah anak Barieng, O.B.E., Q.M.C., the Paramount Chief. Crests were presented and a loyal message was sent to H.M. The Queen.

HEAD-HUNTER(?)

The following day a team from both ships set off up the river in outboard-engined longboats to visit the Pelagus Rapids. It was here that one chief accompanying the party showed how he had lopped off the heads of 12 Japanese soldiers attempting to get up the river in 1942.

On the way back the party stopped at a Longhouse. This is the traditional Iban dwelling—up to 1,000 feet long and built on stakes. The front half of the length of the Longhouse acts as the common room, whilst each family has a room at the back.

On arrival ceremonies were performed to please the Gods of the Harvest. Food was prepared by the chief guest for departed spirits and much Twak—a rice wine—was drunk. Meanwhile gay Ibanne ladies sang praises for glorious sea battles won.

In the evening the notables of the area visited Maryton for a cocktail party, where they, and the crowds watching on the river bank, had a grandstand view of a fireworks display put on by Chawton.

WAR PICTURES WANTED

The Temenggong Jugah himself fired the last rocket, after which films were shown—a mistake, it appeared, as the guests preferred war pictures—particularly ones where Tokyo burned.

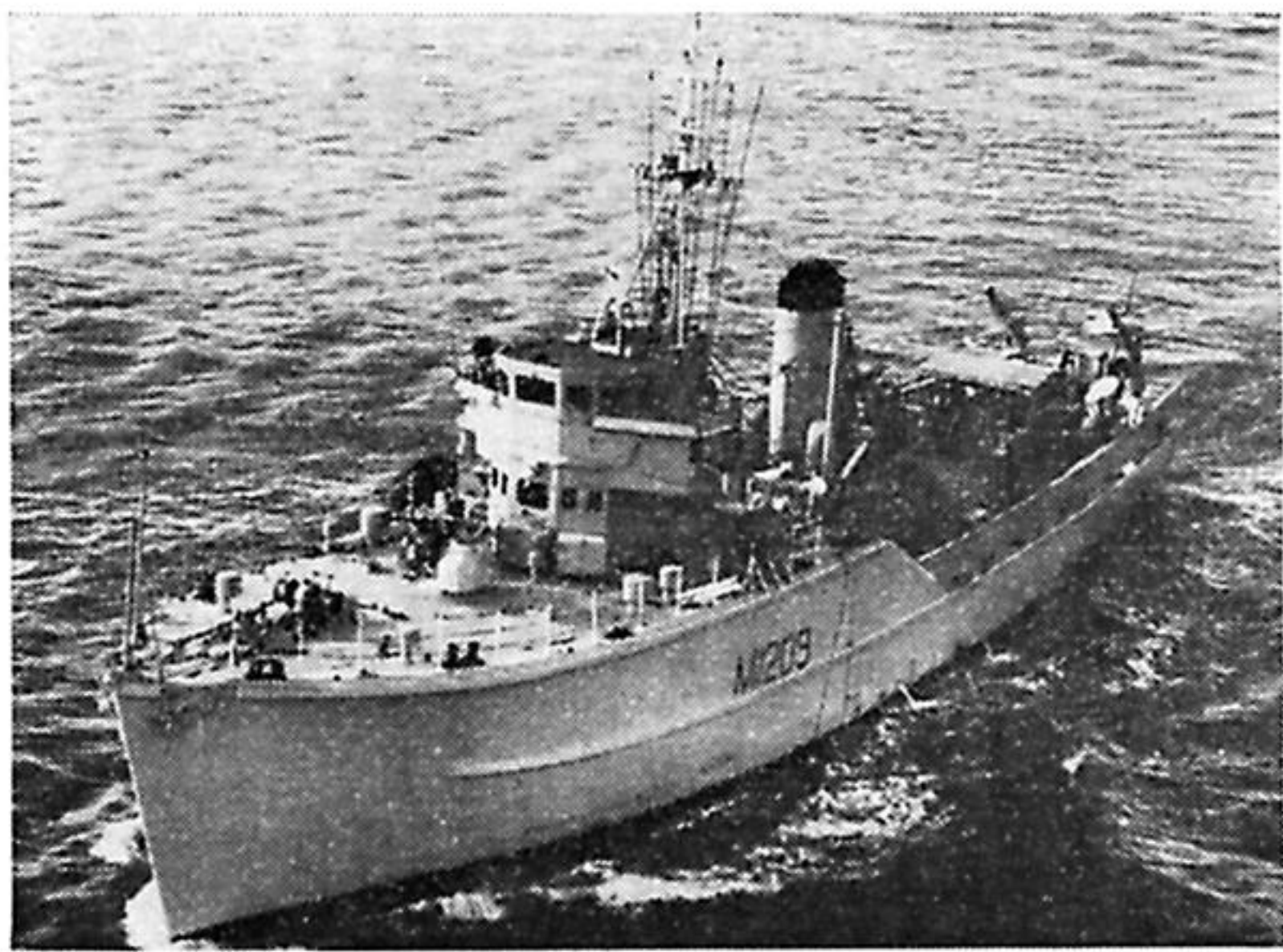
As the evening was coming to a close a longboat arrived with three men and two girls on board. They had made a four-day journey to see the Long Ship—an inaccurate statement in the light of their whisky consumption.

On the way downstream a stop was made at Song—where the football team travelled ten minutes by longboat to the pitch—and again at Sibu where 150 of the poorer children of the town were taken for a short trip, being transferred at sea by jackstay between the ships. A moderately tricky feat of seamanship in a narrow winding river.

The seven-day goodwill visit came to an end. It had been a wonderful experience with plenty of hard work. There were over 5,000 visitors, four cocktail parties, two dress ships, Red, White and Blue headstair circuits each night, five towns to see, 12 entering or leaving harbours and five soccer matches.

CHASING PIRATES

At the time of writing the two ships, after their exhausting week, are looking for a little relaxation chasing pirates in the Celebes Sea.



H.M.S. Chawton—a "ton" class coastal minesweeper of 425 tons (full load), which has a complement of 27

'A HAZARDOUS SITUATION'

Queen's Commendation

THE "London Gazette" of May 30 contains the report of the Queen's Commendation to an officer and a rating serving in H.M.S. Caprice.

Those concerned are Lieut. Michael Royffe Hare, Royal Navy of Bishop's Stortford and L./Sea. Leonard Cromwell, of Newport, Mon.

H.M.S. Caprice (Cdr. A. G. Tait, D.S.C., Royal Navy) was on passage from Hong Kong to Singapore when she received an SOS message from the Panamanian ship Galatea which was stranded on Pearson Reef, 215 miles to the eastward. Heavy seas

were breaking on the stranded vessel's windward side and rescue operations lasting 24 hours resulted in all 20 survivors being taken on board the Caprice's whaler of which Lieut. Hare had charge.

Showing great perseverance and resourcefulness Lieut. Hare, on the first day, kept his boat on the edge of the breaking surf while he calmly effected the rescue of the crew. On the second day he directed the rescue of the remaining 10 of the crew from the reef itself.

L./Sea. Cromwell was the coxswain of the whaler. On the first day when conditions were extremely difficult because of heavy squalls and seas he showed great skill in the handling of the boat.

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The fast anti-submarine frigate, H.M.S. Wakeful, built as a destroyer 1942-1944 by Fairfield E. & Co. Ltd., Govan and converted by Scott's in 1952-53. (Photo: Wright & Logan, Southsea)

'WE'LL HAVE FISH FOR SUPPER'

Wakeful visits Santa Cruz and Gibraltar

(BY RUDYARD OTTER)

TROPICAL sunshine, silver-crested waves, bright blue skies, shining white clouds and two smacking good runs ashore! All this happened to the ship's company of H.M.S. Wakeful, the 2,500 ton frigate, in just over one glorious, memorable fortnight!

The ship slipped and proceeded from Portsmouth on May 23, chopping her way towards Tenerife in the Canary Islands. Three days later the upper deck looked like Brighton pier on a sweltering Saturday afternoon! As the days went by, more and more people from down below bared their pale white chests and came out to meet the relentless challenge of the sun, armed with ice-cream, fruit juice, sunglasses and various complexion creams. Able Seaman John Twyman was particularly successful in acquiring a fierce tan, and for his trouble he had to face a torrent of friendly abuse!

One of the high-lights of the outward cruise was when Number One, Lieutenant Huw Williams, announced that we would "fire a pattern of live squid over a shallow patch of water, and if we strike lucky we will lower the whaler to collect the fish."

FISH FOR SUPPER

Well, needless to say, the whaler was lowered and we netted a colourful variety of fish, some frightfully huge

and others which would have looked superb in my uncle's aquarium. You can guess what we had for supper the next day and you would be dead right!

Another incident, and a very amusing one, included Ldg. Cook Raymond Foster. Somebody spread the "buzz" that he had been detailed for the saluting gun's crew whose fictitious task involved the firing of 19 guns in honour of a "Princess Ieda of Santa Cruz." Foster fell for it and dutifully climbed into a set of sixes, boots, gaiters and belt and reported to the Jimmy. Up to this day nobody knows how the First Lieutenant reacted, and Foster himself has chosen to maintain a diplomatic silence!

The ship steamed into Santa Cruz, Tenerife at 0855 on May 29. Soon afterwards we were granted leave, and did we enjoy ourselves! Being a duty-free port the main attraction was, of course, a rabbit run, but many were quite content to do a good-will tour of the bars and knock back some fine, incredibly cheap Spanish wine.

The next afternoon 40 of us were invited to the swimming pool and lido at Puerto Dela Cruz, with a comfortable coach laid on to take us through some of the most beautiful, most amazing scenery I have ever seen. A fantastic Chinese puzzle of houses and buildings cling to these lofty mountains, flanked by charming little gardens and compounds, while miniature roads stretch endlessly from the main routes to assure the inhabitants that they are not completely alone in their precarious dwellings way up there near the clouds. Round and round the mountains we spun, higher and higher, and then far down below we could see a breathless picture of a city complete with towering skyscrapers, streets, parks and smoking chimneys.

MILLIONAIRE FOR A DAY

The swimming baths at Puerto Dela Cruz, spacious and immaculate, and set against the dreamy background of the deep blue sea, made us feel like millionaires for the day. Most of us leaped into the refreshing waters of the pool, but the rest sat in the sun, at tables, shirtless and carefree, and ordered beer!

That was certainly a tremendous outing, and our only regret was that we could not return the following day, because on Wednesday, May 31, we sailed for Gibraltar.

TOO BUSY TO SEE THE APES

Gibraltar, too, was a first-class rabbit run, and in the evening some of us took a stroll into the famous "Cafe Universal" and saw a lively, stamping Spanish cabaret show. The wine here was also delectable—and very cheap. A pity we did not have the time to go up the Rock and mingle with the monkeys!

Ah, well, after a couple of days in Gibraltar we set sail for Portsmouth, and here we are, on June 8, looking bronzed and happy and yearning to go home on a long week-end to tell Mum, Dad and the family about our sunny, delicious fortnight. By the way the purpose of the trip was for stabilisation trials.

So pardon me while I pack my attache case and hasten to catch the 1623 train to Waterloo, won't you? The world is an interesting place, but after all "Smoke is Smoke!"

Royal Marines commemorate 200-year-old battle

ROYAL Marine buglers in units of the Corps serving all over the world sounded a fanfare on Wednesday, June 7 to commemorate the 200th anniversary of the capture of Belle Isle—a battle which earned for the Royal Marines the right to adopt the laurel wreath for their famous globe and laurel cap badge.

It was on June 7, 1761, during the Seven Years War with France, that the Royal Marines finally captured the citadel and port of Palais, the capital town of Belle Isle off the south-east coast of Brittany.

In the major U.K. establishments the silver bugles, a memorial to the officers of the Royal Marine Light Infantry killed in the First World War, were used to sound the fanfare.

A Vulcan delta-wing jet bomber of R.A.F. Bomber Command flew non-stop from Scampton, Lines, to Sidney, Australia. The journey took 20 hours 3 minutes and the aircraft was refuelled three times by aircraft from Cyprus, Karachi and Singapore.

I CAN TAKE 'EM



Sailors will find amusement wherever they go. Able Seaman David Faulkner, of Birmingham, and Able Seaman Charles Jones, of Plymouth, find some with the aid of a donkey when their ship, H.M.S. Protector, visited the world's loneliest island, Tristan da Cunha

Oldest ship gets Cunard Cup

H.M.S. Ausonia, repair ship of the Mediterranean Fleet and oldest sea-going ship in the Royal Navy, has been presented with a silver challenge cup by the Cunard White Star Steamship Company to mark Ausonia's 40th birthday.

The cup, to be known as the Cunard Cup, was presented to the Commanding Officer, Capt. J. G. B. Morrow, C.V.O., D.S.C., R.N., at a

ceremony on board in Malta by Capt. Whipple, Master of s.s. Lycia.

H.M.S. Ausonia was built on the Tyne by Armstrong Whitworth and launched on March 22, 1921, by Mrs. A. D. Mearns, wife of the then General Manager of the Cunard Company. The ship made her maiden voyage from Liverpool to Quebec and Montreal in June, 1922, and transferred later to the London and Southampton Canadian Service. She was requisitioned by the Admiralty in September, 1939, and first commissioned under the White Ensign at Newcastle two months later as an armed merchant cruiser.

SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, NAVY NEWS, R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada and Tenby.

REPAIR WORK FOR 150 SHIPS

Ausonia has been a heavy repair ship since 1942 and has been in the Mediterranean since October, 1958. Since then she has completed repair work for about 150 ships, entailing over a quarter-of-a-million man-hours of work, and has steamed more than 12,480 miles.

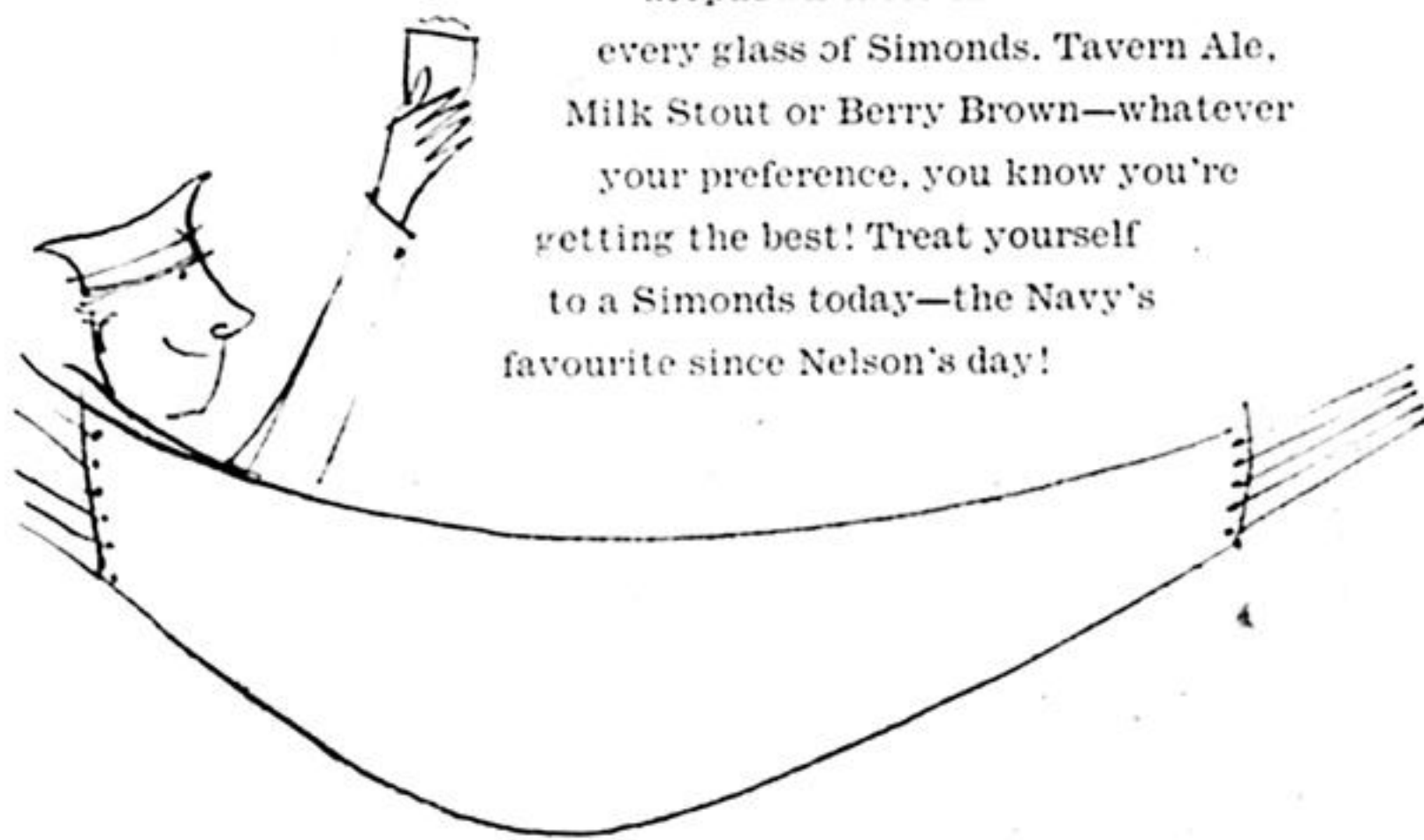
Capt. Morrow recently held a reception on board at Malta to celebrate the ship's 40th birthday and messages were exchanged with the Cunard Line and Vickers-Armstrongs.

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'If the Naval Officer ever fails, it will not be the fault of Dartmouth'

—LORD CHATFIELD

BRITANNIA ROYAL NAVAL COLLEGE THROUGH THE YEARS

THE seed for the idea that young gentlemen destined for service with the Royal Navy should be trained on shore before going to sea was sown by the Admiralty when an Academy was ordered to be built at Portsmouth.

This was opened in 1733 and remained in existence until 1837 when it was decided to send candidates to sea for their training.

The term "Naval Cadet" was officially used for the first time in 1843. In 1854 the Admiralty decided that cadets ought to be trained before going to sea and the *Illustrius* was fitted out for this purpose. 23 cadets joining for training in 1857.

The *Britannia*, seventh of her name, and a fully rigged three-decker, launched in 1820, superseded the *Illustrius* in 1859 and was moored in Haslar Creek, Portsmouth, until 1862, when she was taken to Portland, but the anchorage being exposed to most winds, was found unsuitable and in September, 1863, *Britannia* was towed to Dartmouth.

With an increase in numbers of cadets the *Hindustan* joined *Britannia* in 1864, and remained until superseded by the *Prince of Wales*, a much larger ship (renamed *Britannia*) in 1869.

TWENTY-FOUR TO ONE

For some forty years Naval cadets were trained on board a ship moored in the River Dart, although serving Captains had been asked in 1863 to express their opinions on the respective merits of a training ship and a college. Of the replies received 24 were for a college and only one for a ship, but it was not until 1876 that a committee to inspect possible sites for a college reported in favour of Dartmouth.

Another 20 years were to pass before Mr. Goschen, then First Lord, when introducing the Navy Estimates of 1896, announced that the Board of Admiralty proposed to build a college to replace *Britannia*.

Plans were made by Mr. (afterwards Sir) Aston Webb. These were considered and finally approved by the Admiralty.

On Friday, March 7, 1902, King Edward VII, accompanied by Queen Alexandra, Princess Victoria, and the Board of Admiralty, arrived to lay the foundation stone.

After the summer of 1905, cadets did not rejoin *Britannia*: the third term went to the training cruiser, the other two to Bermuda to finish training there.

To prevent interruption in the flow of young officers to the Fleet, two more entries under the old scheme were necessary; they went to the College for two terms before joining the training cruiser.

BRITANNIA BROKEN UP

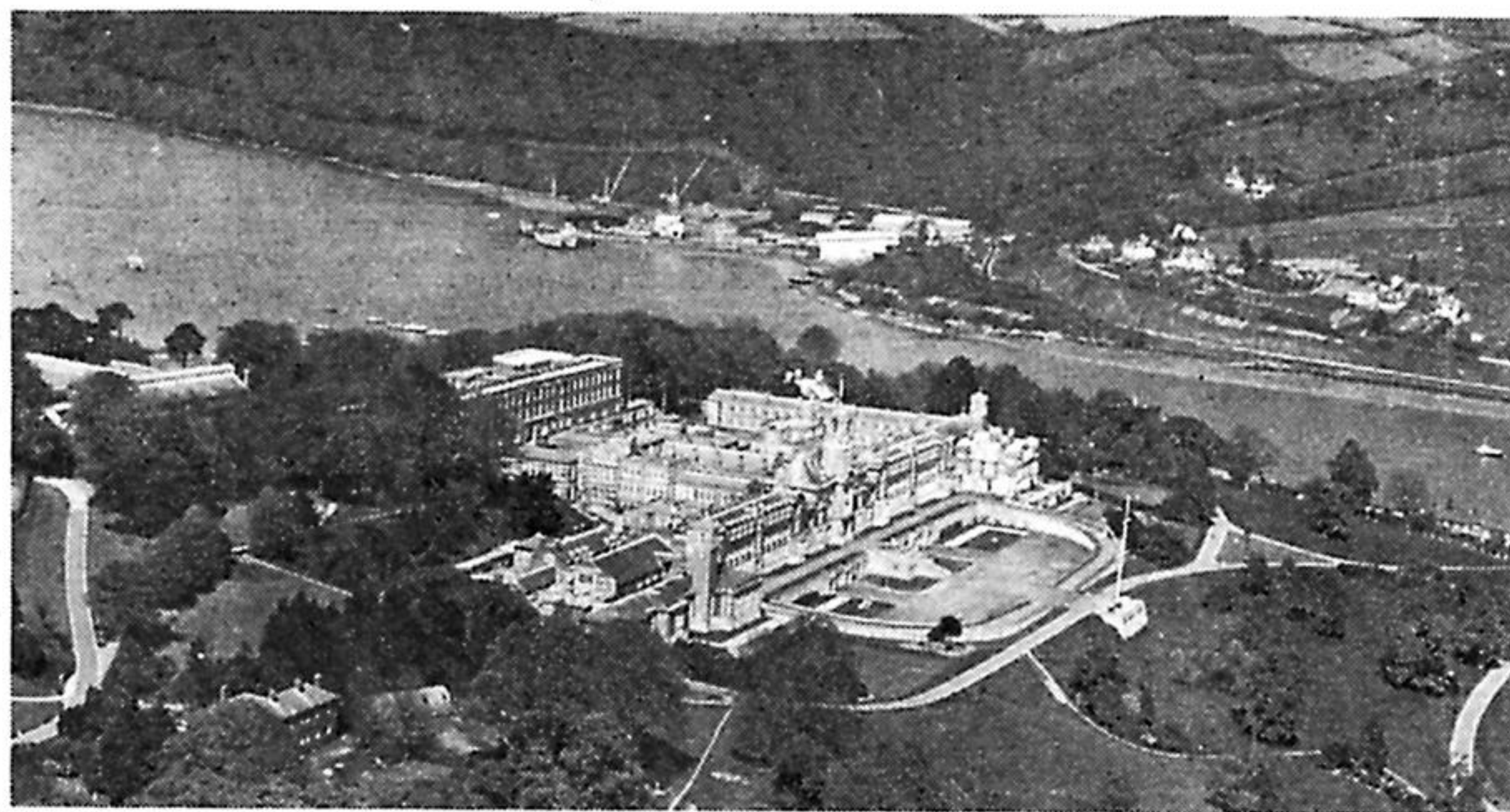
Britannia remained in the Dart to serve as quarters for some of the ship's company until July, 1916, when she was towed out of harbour to be broken up for her very much needed copper; a valuable commodity in war time.

The last Captain of the ship was the first Captain of the College, Capt. W. E. Goodenough.

With schemes prepared by Admiral Sir John Fisher, the Board of Admiralty produced a memorandum dealing with the entry, training and employment of officers and men of the Royal Navy and Royal Marines. It was pointed out that in the old days it was sufficient for a naval officer if he were a seaman, but changes in ships and weapons made it essential that in addition he was to be a gunner, a soldier, an engineer, and man of science.

The future policy was for all officers for the executive and engineering branches of the Navy and for the Royal Marines to join as naval cadets under exactly the same conditions between the ages of 12 and 13.

It was Admiral Sir John Fisher who suggested to King Edward VII that the Crown Estate of Osborne should be used for training because Dartmouth College could not house all



An aerial view of the Royal Naval College at Dartmouth

cadets at that time, and would not be ready for another two years.

Improved schemes were tried over the years, as the ships and weapons increased but no doubt Admiral Fisher's reforms of 1903, although so many things have changed apart from that, was and still is the basis of the training today.

Aston Webb's original plans for the college had to be improved to give necessities for the future training, and with the help of such men as Ewing and Ashford the educational layout of the college was completed.

DUKE OF WINDSOR JOINS

In 1909 King George V (then Prince of Wales) brought Prince Edward (now the Duke of Windsor) to join the college.

Prince Albert (later to become King George VI) joined the College in 1911. It is understood that the Prince of Wales and Prince Albert were treated the same as other cadets.

The First Lord, then Mr. Winston Churchill, paid a visit to the college on October 1, 1912. Mr. Churchill felt that if war did come, the brunt of it would fall on the Navy, which, he said, was short of junior officers. With the present system (Selborne scheme) it took over four and half years to produce a midshipman, and he could not wait that long.

His solution was to introduce the Special Entry system, which was to accept boys when they had completed their schooling without interruption, and as chairman of the committee to work out details he selected Rear-Admiral Evan-Thomas, a former captain in command of the college.

On Monday, July 27, 1914, Capt. Stanley had the cadets fallen in on the Quarterdeck to inform them that they might be sent to sea at short notice.

On Saturday, August 1, the Captain received a telegram, containing one word—"Mobilize." (This telegram can be seen today, framed, and is on view to visitors to the college.)

His organisation went smoothly and according to plan. Much can and has been said about the speed and enthusiasm of the cadets in preparing themselves on that day.

No cadets were sent to the Grand Fleet because it was already fully officered and manned ready to meet the enemy Fleet should it come out.

CADETS AT WAR

Cadets were, however, in the ships *Aboukir*, *Hogue*, *Cressy*, sunk by the U9 on September 22, 1914, also in *Good Hope* and *Monmouth* lost with all hands on November 1, 1914, *Bulwark* which blew up on November 26, and *Formidable* torpedoed off Start Point on January 1, 1915. Some were in charge of boats at the Gallipoli landings and most of the survivors from these were in the Grand Fleet when the Battle of Jutland was fought, going down with the ships lost there.

In September, 1914, Hawkes term joined Dartmouth from Osborne as they would have done normally, but they were the only term. It was probably just as well because only the headmaster, two heads of departments and four other masters were left to teach them. Nine masters were in the Services, 11 lent to Osborne and two in Room 40 at the Admiralty with Professor J. A. Ewing, the former Minister of Naval Education.

On November 11, 1918, Divisions were held on the Quarterdeck at 11 o'clock, and Rear-Admiral W. G. E. Ruck-Keene announced that peace had come at last.

Between the wars, one of the most bitter blows to the Navy, the "Geddes Axe," was to fall, at the time and even today considered to have been monstrous in its execution, carrying with it a 40 per cent. reduction in the four junior terms at Dartmouth and in the three big terms at Osborne.

Following this, Osborne was closed in May, 1921, and Capt. F. A. Marten, C.M.G., C.V.O., who had been appointed to Osborne in 1920, became Commanding Officer at Dartmouth.

SEA TRAINING

On November 23, 1924, the Archbishop of York dedicated the shrine, containing 332 names of college officers, masters and cadets who had

given their lives on active service in the First World War.

It was decided in 1924 to give cadets practical sea training while still at Dartmouth. Though previously cadets had spent days at sea in H.M.S. *Sturgeon*, a destroyer which was a tender to the college, she was replaced by the sloop *Forbes* in 1926, and the senior year were taken, half a term at a time, for a week's cruise. This continued until the summer of 1932, after which the former practice of sending cadets to a training cruiser on first going to sea was restored.

Mr. Ashford, who had done so much in the shaping of the college, retired in 1927. He received the K.B.E. for outstanding ability, service and loyalty. (continued on page 14)

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Dunkirk parade had to be cancelled

FOR many years past there has been a service of thanksgiving and a parade and march through the streets of Dover on the first Sunday in June to mark the anniversaries of Dunkirk, but, through lack of support this year, the event was cancelled.

The Ashford Branch of the Royal Naval Association feel that this must never happen again, and hope that next year there will be the best-ever parade and the biggest-ever attendance.

It was felt by the Ashford members that the occasion should not be entirely forgotten and four shipmates journeyed the 20 miles to Dover and paid their tribute at the Dover Memorial. In fact, the anniversary had not been entirely forgotten—there was a new wreath on the memorial laid the day before.

After a minute's silence, the four shipmates paid a visit to the Dover Branch chairman, Shipmate S. Hope, who was very upset after all the work that had been put in to make the day a success only to have it brought to nought by lack of support.

At Ashford's last meeting, Ship-

We will remember them

Shipmate F. King, ex C.P.O., T.G.M. Died May 31, 1961. A founder member of High Wycombe and District branch.

Shipmate Lieut. A. A. Smith, R.N.V.R., vice-president of Hatfield Branch. Died June 4, 1961.

Shipmate H. Lambert, a member of Birmingham and District. Died May 18, 1961.

Shipmate William John Paddon, a life member of Newton Abbot branch. Died May 27, 1961.

Shipmate Cdr. G. W. Dawes, R.N., vice-chairman of Torbay branch.

mate E. S. Standen (chairman) spoke of the wonderful time he and Shipmates Murray and Philpott had spent at Paignton, Devon, and how happy they were to have met the secretary of the Torbay Branch (Shipmate



Shipmates L. G. Murray (vice-president), G. A. Philpott (secretary) and E. S. Standen (chairman) at the Dover War Memorial. The fourth member, Shipmate O. B. Lewin, took the photograph

A. V. M. Roberts) and Mrs. Roberts, who called at their hotel with greetings from the Torbay Branch. Naturally "up spirits" was piped to mark the occasion.

There is a busy time ahead for the Ashford members. There are the summer outings, visits to other branches and already there is a full coach load for the annual reunion in October.

R.N.A. President now Vice-patron

ADMIRAL CUNNINGHAM RESIGNS—ILL HEALTH

AFTER 12 years of devoted, wise, patient and human guidance in the affairs of The Royal Naval Association, Admiral of the Fleet Sir John Cunningham has been compelled, very reluctantly, through ill-health, to resign the Presidency of the Association.

Our Royal Patron, Her Majesty The Queen, was informed of the position and, immediately, she gave her gracious approval to our request that Sir John be invited to accept the Vice-Patronage of the R.N.A.

In humble sincerity we express our gratitude to Her Majesty for the honour she does our association in so graciously acknowledging the tremendous debt which we owe to a very great man.

Many of us know just how much Sir John's inspiring enthusiasm for our cause has contributed to the international development of the association. Perhaps I am one of the few, however, who knows how, in times of the deepest personal distress, in times of dangerous fatigue and in times of considerable physical pain, this gallant and illustrious gentleman has continued, unflinchingly, to strive for those ideals upon which our association is based—ideals without which we should never survive as an association.

SOFTEST HEART

It has been said of Sir John, "... he has a prodigious command of the English language—both good and bad! He has the hardest head and the softest heart in the world."

How true those words are! And how those qualities have endeared him to all who have had the immensely good fortune, and privilege, to know him personally.

We are fortunate, and grateful, that he has consented to become our Vice-Patron, and we are happy in the knowledge that his vast experience and deep understanding are still available to all of us.

We extend our sincerest best wishes for his future, and our very grateful thanks for all he has done over so many long, and at times difficult, years.

Admiral Sir Alexander C. G. Madden, K.C.B., C.B.E., for many years our most senior vice-president, has now honoured the association by accepting the presidency made vacant by the resignation of Admiral of the Fleet Sir John Cunningham.

Again, we are extremely fortunate in having so distinguished a president.

Admiral Madden has, during the past 11 years, given freely of his time and advice, and no request to him, from this association, has ever been refused.

WELL-BEING OF ALL

When Sir Alexander was Second Sea Lord it was frequently my privilege to be asked to call upon him, at the Admiralty, to discuss matters concerned with the welfare and furtherance of what he has always defined as "this great Association."

When he became Commander-in-Chief Plymouth, he continued his work for the well-being of each one of us. Further, he honoured our Plymouth branch by becoming its patron.

Later, he became president of our No. 1 area but, unfortunately, he had no time in which to apply his great ability, individually, to the area, as he was elevated to the presidency of the association by such an overwhelming request that it could not be denied.

Perhaps Admiral Sir Alexander Madden is known best to many members for his tireless efforts in obtaining, for the association, a grant of £20,000. As you know, that grant formed the basis of what is now known as The Alec Madden Fund—a fund set up to help branches wishing to establish their own local headquarters.

UNDIVIDED LOYALTY

There is no doubt that The Royal Naval Association, so fortunate in its senior officers, will give to Sir Alexander the same undivided loyalty which, in the past, it has always given to Sir John.

We wish them both well and assure them that we are solidly behind them in the magnificent, and absolutely relentless, efforts they are making on behalf of the Royal Navy and The Royal Naval Association.

LESLIE H. MASKELL,
Secretary to the Council.

New President records his first address

THE 1961 Annual Conference of The Royal Naval Association was held in H.M.S. President on Saturday, June 24.

Admiral Sir Alexander Madden was, unfortunately, prevented by illness from presiding at conference, but the association was fortunate in being able to call upon Sir John Lang, G.C.B., a vice-president, to preside.

Sir John Lang very kindly undertook this commitment at less than 48 hours' notice, and all members of the association are deeply grateful to him for the very competent way in which he handled a gathering notorious for its exacting demands on the presiding chairman.

INSPIRING ADDRESS

The Conference was opened by Capt. J. G. Young, D.S.C., V.R.D., R.N.R., the Commanding Officer of H.M.S. President, who, in an inspiring address, reminded delegates, and visitors, of the centuries of tradition now carried on, and brought before the public, by members of The Royal Naval Association.

In the unavoidable absence of Admiral Sir Alexander Madden, delegates were deprived of one of the highlights of all R.N.A. conferences—the presidential address.

Nevertheless, Sir John Lang asked delegates to listen to a message which had been recorded, only 24 hours previously, by Admiral Madden.

A full report of conference will be published in the next issue of "Navy News."

L. H. M.

DARLINGTON WILL NEED LARGER PREMISES

DARLINGTON Branch of the Royal Naval Association held its half-yearly general meeting on June 12 and a good attendance was obtained. During the meeting Shipmate R. Ward was elected chairman for the next two years.

It was pleasing to hear that the branch is doing so well financially and that the time is not far distant when it will be considering larger premises.

The membership is gradually increasing and no fewer than seven new members have been enrolled within the last month, and members were delighted to meet them, especially Shipmate A. Watson, who is a serving member from H.M.S. Carysfort. The branch was also pleased to welcome as visitors Shipmate and Mrs. R.

WEAR'S STANDARD IN EVIDENCE

TWO events in the past month saw a good representation of the Sunderland (Wear) branch of the Royal Naval Association taking part.

The first was the Mayor's Sunday parade when members accompanied the Mayor (Alderman K. Cohen) and corporation officials and representatives of local organisations from the Town Hall to a service in the Synagogue. The second was a service of dedication of the Seaham branch, attended also by Rear-Admiral Hutcheon, C.B., C.B.E., D.S.O.

Another event which saw the Wear Standard leading a strong contingent was the service of dedication at Consett on June 18.

Captain D. S. Tibbits, R.N., Commanding Officer of H.M.S. Hermes has been appointed an Elder Brother of Trinity House in succession to Capt. Sir Gerald Curtels, R.N.

WEYMOUTH READY FOR DEDICATION

ARRANGEMENTS are proceeding apace for the dedication of the Standard of the newly formed Weymouth branch of the Royal Naval Association on Sunday, September 10, at three o'clock.

The salute at the march past will be taken by Admiral Sir Gerald Gladstone, G.B.E., K.C.B.

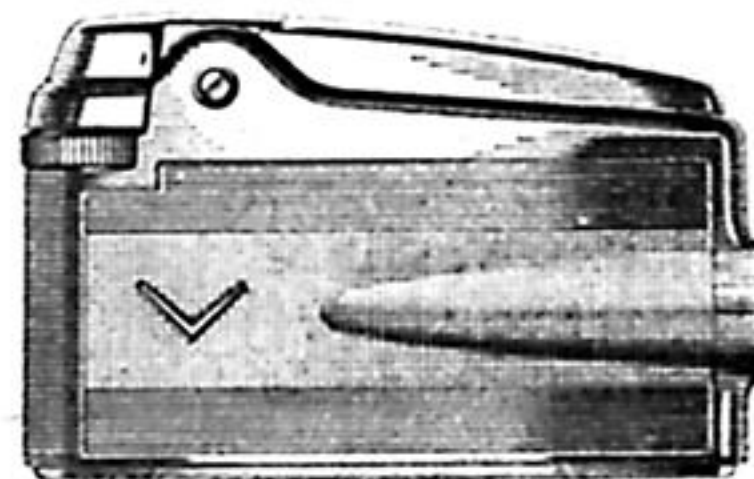
The Weymouth shipmates feel that a number of shipmates from all over the United Kingdom will be holidaying in or near Weymouth on that date and the president, chairman and committee cordially invite all shipmates who may be in the neighbourhood at that time to join them in the parade.

Refreshments will be provided and the Secretary, Shipmate S. E. Dawe, of 80 Clearmount Road, Rodwell, Weymouth, would be pleased to hear from any shipmate intending to be present.

Admiral of the Fleet Earl Mountbatten, Chief of the Defence Staff, visited the Polaris submarine depot ship Proteus on June 22.



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No. 1 Area publicity stall in the foyer of Earls Court

Getting the R.N.A. 'on the map' PUBLICITY AT EARLS COURT

It has often been said that it is not possible to publicise the Royal Naval Association at such functions as the Royal Tournament.

No. 1 Area, however, managed to obtain permission from the Tournament authorities to run a publicity stall in the foyer of Earls Court, and this stall was manned by volunteers from the area.

Everything that potential members were likely to require, such as information leaflets, "A" forms, receipt books, and photographs of various association activities were available.

The "A" forms were stamped with a rubber stamp, "The Royal Tournament, Earls Court, 1961," and the council of No. 1 area would be very grateful if the secretary who has any of the "A" forms handed to him would please let the Area Secretary, Mr. E. Pledger, 9 Downhills Park Road, Tottenham, N.17, know the numbers of such "A" forms received.

No. 1 Area hopes to be able to report that it has succeeded in bringing the Association to the notice of at least some of the members who visited the tournament.

The cost of this publicity effort is being borne by the area.

Harlow break with custom

THE Harlow New Town branch of the Royal Naval Association made a break with custom on May 14 when its Standard was dedicated.

It was felt by the members that the funds of the branch could be better utilised for welfare work than for publicity, and the dedication was a quiet, family affair with no parade.

About 25 shipmates attended, with their families, plus representatives from the West Ham and Enfield branches. The dedication was conducted by the branch Chaplain, the Rev. D. Wainwright, himself an ex-matelot.

The Standard Bearer was Shipmate W. Grace and the escorts were Shipmates V. Clare and S. Green.

After the ceremony a small celebration took place at a local hostelry where the health of the branch was drunk.

The Harlow branch visited West Ham recently for a social evening. It was a most pleasant evening and events were well organised by West Ham's social secretary, Shipmate L. Kail, but when prize-giving came it was Harlow's treasurer, Shipmate A. Newman who figured most prominently.

Seven hundred go to sea for Spurn Point service

'YOUNG MEN HAD THOUGHT OF THEIR HERITAGE'

FOR the first time Nos. 9 and 11 Areas of the Royal Naval Association organised the annual naval memorial service off Spurn Point in memory of sailors who died in the two world wars. There has been a progressive decline in the past years of the numbers attending (last year there were only 187) but this year 700 people were present and promises of even greater support are forthcoming for next year.

Those attending took passage in the Humber ferry steamer, Wingfield Castle, from Hull, and the steamer called at Grimsby to pick up passengers wanting to attend this annual service of remembrance.

The event started in Hull on Whit Sunday when the Lord Mayor, Alderman W. E. Body, inspected members of the Association. Then, together with wreath and standard-bearers and led by the band of the Queen's Own Yorkshire Yeomanry, the men marched along Lowgate to Hull Corporation Pier.

There were 300 passengers at this point and more passengers and a civic party were collected when the boat drew into Grimsby Royal Dock Basin.

THEIR HERITAGE

The service at the mouth of the Humber was conducted by the sub-Dean of Lincoln Cathedral, Canon A. M. Cook. He said that Britain

was one of the few nations which had remained free for almost a 1,000 years and with the threat of invasion by Nazi Germany, Britain's young men had thought of their heritage and fought for it.

A helicopter, piloted by F./Lieut. D. Rigby, of No. 228 Search and Rescue Squadron based at Leconfield, dropped a wreath during the service.

As the Wingfield Castle rocked gently 18 wreaths were cast on to the water and the Grimsby unit of the Sea Cadet Corps sounded the "Last Post" and "Reveille."

Guests on board included the Lord Mayor of Hull and the Lady Mayoress, the Mayor and Mayoress of Cleethorpes, Councillor and Mrs. A. Turner, President of the Grimsby branch of the Royal Naval Association, Shipmate W. Brown, vice-president of the Cleethorpes branch, Shipmate J. Keightley and Shipmate F. Stephenson representing the

National Council of the Association. Wreaths were given by the Lord Mayor, Corporation and citizens of Hull and the following branches of the Association—Durham City, Barnsley, Hull, Goole and District, Doncaster and Wear, Dewsbury, Batley and Birstall, Wakefield and District, Grimsby, Gainsborough, South Kirby and District, Lincoln, Cleethorpes and Sheffield. Wreaths were also laid on behalf of the Grimsby Trawler Officers' Guild and the Hesse British Legion.

SEA CADETS AT BEER

THE Caterham Sea Cadet Corps visited Beer, Devon, at Whitsun, and from all accounts had a most enjoyable time, being looked after, at times at any rate, by members of the Beer branch of the Royal Naval Association.

The Sea Cadets arrived at Beer on the Saturday before Whitsunday, and there was a church parade on the following day.

On the Monday the cadets visited the local coastguard look-out and watched the P. and O. liner Canberra passing Beer Head during her trials. The next day was occupied with a visit to the local stone quarries.

Wednesday was probably the highlight of the week, for on that day the cadets visited H.M. Dockyard, Devonport, having tea on board H.M.S. Ark Royal. After tea they returned to Beer via Dawlish and Teignmouth.

On Thursday there was a football match versus the local Boy Scouts which the Scouts won 3-0.

A visit to Yeovilton Air Station occupied Friday and there the cadets saw all aspects of life on an air station.

On Saturday the boys returned home speaking, no doubt, broad Devonshire and hoping for a return visit to the kindly folk of Beer.

Sudden death of the Torbay vice-chairman

THE Torbay branch of the Royal Naval Association was shocked by the news of the sudden death of the vice-chairman, Cdr. G. W. Davies, R.N. (ret.), who for some years had taken a very active part in the life of the branch. He will be sadly missed by his shipmates and by his many friends of the Torquay Consultative Committee. Cdr. Davies was also a most willing volunteer for the Torbay Hospital Car Service.

Torbay members are pleased to

learn that their chairman, Capt. Nelson Clover, R.N. (ret.), who has been a patient at a nursing home near Exeter, is making steady progress, and by the time these notes are in print it is hoped that he will be safely back at home in Torquay.

One of the most interesting visitors to Torbay recently was the Spanish four-masted training ship Juan Sebastian de Elcano.

Twenty-one days in an open boat

THE High Wycombe and District branch of the Royal Naval Association has lost one of its founder members, Shipmate F. King, who died on May 31 at the age of 68.

Shipmate King joined the Royal Navy at Chatham in 1909 and served 24 years. He was recalled to the Service in 1938 and invalided in 1942.

He retired as a Chief Petty Officer (T.G.M.) and served nine years in submarines. One commission was in the West Indies when he was serving in H.M.S. Vindictive.

During the last war he was serving in a converted merchant ship, H.M.S. Melvernian, when it was heavily bombed. C.P.O. King was in charge of an open lifeboat which was adrift for 21 days before he and his companions were picked up by a Spanish ship and taken to Vigo.

His terrible ordeal was the cause of his being invalided from Chatham in 1942.

Portsmouth has put on a fine show

AFTER a lapse of some 12 months the Theatre Group of the Portsmouth branch of the Royal Naval Association shows signs of activity again.

During the past month "Fantasia," a colourful show produced by Shipmate R. Brazier, was staged and much enjoyed by all on four nights at the branch headquarters in Pitt Street.

At the request of the Gosport

branch the show was then put on at the Gosport Club, and, once again, was much enjoyed by the Gosport shipmates and their friends.

The really first-class scenery was constructed by Shipmate J. Champ.

The annual outing which, during the past few years has lacked support, seems to have taken on again. This year the branch goes "Dorset way" and, judging by the numbers supporting, should be a good success.

The evening will be spent with the members of the Portland branch, thus fulfilling a long-made promise to return the many visits they have made to the Portsmouth branch.

During their service career many men knew only one route in Portsmouth—that from the dockyard to the railway station. Now that they are retired, however, the call of Portsmouth is too strong for them and each year, at this time, the Portsmouth members look forward to the visits of the many shipmates holidaying in the neighbourhood. Already this year Portsmouth has had the pleasure of meeting quite a few.

NEW BRANCH FOR BURTON-ON-TRENT

A NEW branch of the Royal Naval Association has been opened in Burton-on-Trent and one of the founder members is Shipmate F. C. Reid, late "scribe" of West Ham branch.

Formed only last month, the first meeting was held on June 23 and it was decided that the inaugural meeting should take place at the Grove Hotel, Woods Lane, Stapenhill, Burton, on Saturday, July 22.

The landlord of the Grove, Shipmate Dolman, who is also the branch treasurer has given the branch full use of the club room which can accommodate 60 to 70 people in comfort.

It is hoped that the branch's two serving members, Shipmate "Ron" Mewis, R.M., at present at Eastney and Shipmate "Mick" Sherratt, who is at Portsmouth will have many enjoyable hours when they visit the Portsmouth branch.

Shipmate Reid is surprised at the number of serving and ex-serving men living in and around Burton and he would be grateful if those interested in the new branch will contact him at 27 Watson Street, Burton-on-Trent.

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Retires after 25 years in submarine service

TODAY'S MEN AS GOOD AS YESTERDAY'S

AFTER nearly 35 years in the Royal Navy, C.P.O. H. A. Apperley, D.S.M., B.E.M., has retired.

C.P.O. Apperley joined H.M.S. Ganges as a Boy Seaman on September 26, 1926, and his first ship was H.M.S. Iron Duke, which he joined in 1928, when she was in the Home Fleet. His second ship was H.M.S. Barham in the Mediterranean.

He volunteered for the Submarine Service in 1935, and his first submarine was H.49, a boat with a crew of 20 or 21 and of 410 tons.

He remained in the Submarine Service until pensioned—over 25 years. Among the submarines in which he served were H.M.S. Parthian in China, H.M.S. Sea Lion in the Mediterranean, H.M.S. Surf in the Far East, and H.M.S. Truant, and among his Commanding Officers were Cdr. Rimmington, Cdr. "Ben" Bryant, Cdr. Brooks, and Lieut. Lambert.

Whilst serving in H.M.S. Sea Lion, the ship was bombed in Brest Harbour. For his service in Parthian he was Mentioned in Despatches.

AWARDED D.S.M.

C.P.O. Apperley was awarded the D.S.M. whilst serving in H.M.S. Surf in 1943 and in 1958 he was awarded the British Empire Medal.

During his time in the service he was interested in the work of the Royal Naval Benevolent Trust and served ten to 15 years as R.N.B.T. representative.

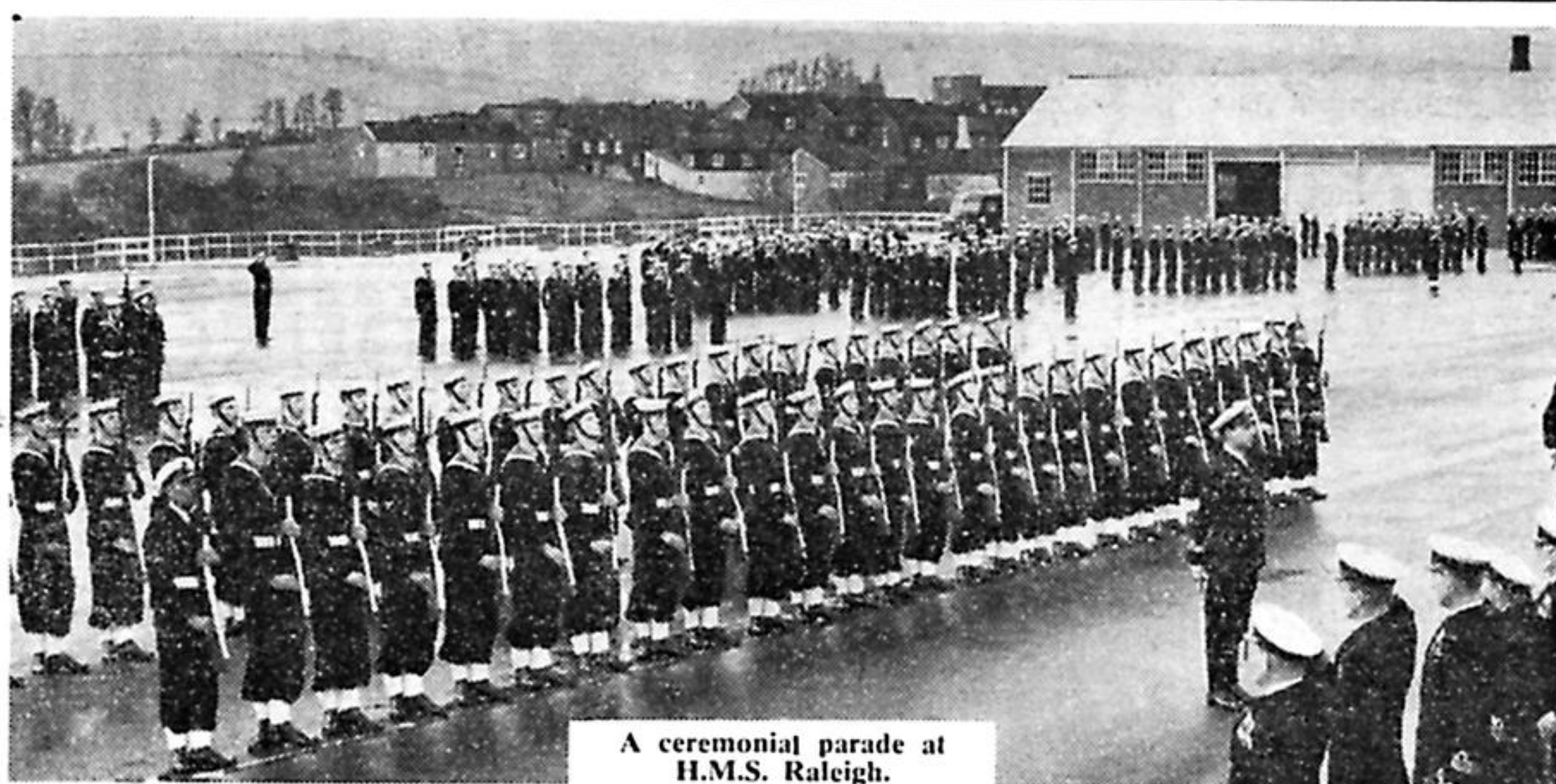


C.P.O. H. A. Apperley, D.S.M., B.E.M.

C.P.O. Apperley has experienced the rough and smooth sides of the Service, and when asked what main difference there was between today and his early years in the service, he stated that comradeship seemed less strong than it was 20 or 30 years ago. He felt that the younger age at which men were getting married was a contributory cause of this state of affairs. Marriage ties, easier travel facilities and more money in the pocket, but at the same time he felt that the men of today were as good as their predecessors and would work and fight as they did.

He considered that the Royal Navy was a "jolly good career" and instanced the fact that he was proud that he had a son serving as an Electrical Artificer in the Fleet Air Arm.

C.P.O. Apperley is now managing an off-licence in Hampshire.



A ceremonial parade at H.M.S. Raleigh.

MAKING THE NAVY A CAREER

(continued from page 4)

for practical training at sea and, later, for more advanced technical instruction on shore.

Many of the occupations have a strong "seamanship" element and the required skills are, to a large extent, developed at sea, where the relationship between theory and practice is more immediate and comprehensible.

A FEW EXAMPLES

To quote a few examples, the Surveying recorder, in particular, must have a high degree of skill in seamanship, as well as the skill required for his specialist function. He serves in the Navy's survey ships, often in remote parts of the world. He assists in taking soundings and recording observations needed in compiling Admiralty charts. To obtain hydrographic information

men from the survey ship Owen recently made the first recorded landing on the barren Brazilian island of Martin Vas in the South Atlantic.

Cooks also learn to develop their skills at sea, and they have a well-defined career structure in the Navy. While it has never been said that the Navy sails on its stomach, good food, well-cooked, plays an important part in maintaining the morale of a ship's company. Certainly, the Cook's popularity with his shipmates is in direct proportion to his professional ability.

Junior Cooks (15 to 16½) begin their training in the art of cookery at H.M.S. Ganges and continue it at the Royal Naval Supply School at Chatham where they join up with older entrants

(from Junior to Chief Petty Officer rating) with bi-annual reports on conduct and bearing, "refresher" courses—even correspondence courses—to help the sailor to increase his skill.

For the right man advancement may be rapid and, of course, his pay increases as he progressively takes more technical and personal responsibility. A Leading Engineering Mechanic, who is married and aged 27, may earn nearly £15 a week. A Petty Officer Cook, married and aged 33, may earn approximately £18 a week. A Chief Artificer, married and aged 36, can earn over £23 a week. And the "all round" element of food and clothing in naval service is roughly equivalent to an additional £3 a week.

ULTIMATE GOAL

For the rating of ability and ambition, however, the ultimate goal is officer rank and here again the Navy gives every help and encouragement. There are, indeed, several ways in which a rating may obtain a commission. In each, the standards (both personal and academic) are high, but the fact that nearly a third of the Navy's officers today began their careers as ratings, or Royal Marines' other ranks, indicates that the ladder of promotion to officer rank is an accessible one for the outstanding man.

Once a man has had a taste of naval life he tends to stay on for more. The high level of re-engagement after 12 years' service (about 65 per cent.) and its corollary—a low level of disenchantment—is at once gratifying, and convincing evidence that the Navy is providing an interesting and attractive career.

THE RETURN TO CIVILIAN LIFE

Eventually, however, Service men return to civilian life. The sailor himself is apt, by nature, to put aside such thoughts until fairly late in his career. The Navy, for its part, maintains a continuing interest in his future. This takes many forms but chiefly consists of helping the sailor to help himself by ensuring that, wherever possible, his training leads to qualifications recognised in civilian life. The Navy's success in this field is impressive.

Industry, for example, is well acquainted with the high standard of training and wide technical experience of Artificers and Mechanicians, O.N.C. and City and Guilds' qualifications which they can gain during their service are also valuable assets. In addition, most senior technical ratings are eligible for membership of appropriate trade unions—the A.E.U., E.T.U. and the Ship Constructors and Shipwrights' Association, among others.

The Petty Officer professional examinations for Cook or Steward are recognised by the Cookery and Food Association for membership purposes (M.C.F.A.); senior ratings in the Communications Branch are eligible for membership of the Radio Officers' Union on leaving the Service. Photographers may gain exemption from the preliminary and intermediate examinations of the Institute of British Photographers by virtue of their naval training and experience.

Naval life and training, however, provide advantages other than marketable skills and professional qualifications; advantages less tangible but no less valuable. It has been said that "there is a quality in a good craftsman... a certain competence in living, a serenity and wisdom which goes with making things well, with good execution, and doing it together with others." Doing things well, and with others is part of the fabric of naval life.

ROYAL NAVAL COLLEGE THROUGH THE AGES

Cadets take part in Jubilee Review

(continued from page 11)

In the summer of 1935 cadets were sent to the Iron Duke for the Jubilee Review. One of the greatest memories they must have carried away with them was the address given by Admiral of the Fleet Viscount Jellicoe, for his death was announced the following term.

The funeral of King George V, in 1936, was attended by three officers and 85 cadets. Queen Mary presented the late King's monkey jacket and uniform cap to the college, and this can be seen in a glass case on the poop outside the Commander's office.

In 1937, 177 cadets lined part of the route for the Coronation procession of King George VI, and the Coronation Review, which followed, was attended by all except the senior and two junior terms.

The house system was introduced in 1937. In future a cadet would spend his first term in the Drake House

before proceeding to his permanent house—Blake, Exmouth, Grenville, Hawke or St. Vincent—for five terms in the junior and five in the senior gun-room.

SUCCOUR TO ARMY

On the west staircase, leading from the Quarterdeck to the poop, can be seen a bronze statuette of an infantryman. This brings to mind an occasion in 1938 when the 9th Infantry Brigade, under Brigadier-General B. L. Montgomery, D.S.O., landed on Slapton Sands in the early hours on July 5, and the weather preventing re-embarkation, Capt. Dalrymple-Hamilton suggested that the college could at least provide a roof for the troops. Over 1,100 officers and men arrived at the college to find everything ready for them, and in the following term the statuette was presented to the college.

In 1939, Special Entry Cadets, who were in H.M.S. Frobisher, joined the

college and were accommodated in what is now called Beatty Block. These cadets came to the college at the age of 18 for one term only and then went to sea in the training cruiser and joined up with the cadets who had completed their time at the college after three to four years' training.

PRINCE PHILIP

It was also in 1939 that an athletic team consisting of three R.N.C. cadets, three Special Entry cadets and a colour-sergeant, R.M., went to Devonport to compete in the Port Athletic Championships. The last event in which the college was represented was the javelin, which was won easily by Cadet Philip. This win enabled the college to tie for the trophy with the R.N. Engineering College. The following term Cadet Philip was awarded the King's Dirk, presented to the best all-round cadet of each Special Entry term. In 1947 he was created Duke of Edinburgh.

He first met Princess Elizabeth when he was a cadet at Dartmouth.

Many visits were made to the college in 1939, including the First Lord in the Admiralty Yacht Enchantress, the Commander-in-Chief, Plymouth, inspected the college, but the visit which gave most pleasure was that of King George VI, accompanied by Queen Elizabeth and the Princesses in the Royal Yacht Victoria and Albert on July 22. The Royal Party attended Divisions on the following day, and when the yacht left all college boats were manned and followed it out of harbour into the open sea.

It was in 1939 that a cadet of the college returned as its Commanding Officer. He was Capt. R. L. B. Cunliffe, who relieved Capt. F. H. G. Dalrymple-Hamilton.

The outbreak of the Second World War did not disturb the college as the first had done, but with the invasion of the Low Countries the possibilities of air attack and invasion on and around Dartmouth was most unsettling for everyone.

In 1940 Capt. C. H. Wodehouse, C.B., visited the college and gave an eye-witness account of the Battle of the River Plate, and Mr. Churchill, after he had been to Plymouth to welcome H.M.S. Exeter home, visited the college and addressed the cadets. It was in this year that Mr. Churchill gave orders that future candidates for cadetships must take the examination before the interview.

(TO BE CONTINUED IN AUGUST ISSUE)

Good Health and "Sunshine"

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Exhilarating climax to end commission

AURIGA'S 36,000 MILES IN 18 MONTHS

BY OUR NAVY NEWS CORRESPONDENT

H.M.S. Auriga finally sailed from Halifax, Nova Scotia, on April 25, after having spent 18 months with the Sixth Submarine Division there. The Royal Canadian Navy gave us a rousing and unexpected farewell. The Stadacona band was playing "Auld Lang Syne" on the jetty, every ship in harbour manned the side to cheer us as we passed, a helicopter from Shearwater roared over our heads, and a convoy of fire tugs and dockyard craft took station astern, hooting their sirens and spraying water in all directions. It was an exhilarating climax to the end of our commission and the year and a half spent on the Canadian station.

The last six months had been busy ones. After our cruise to New York we exercised near Bermuda, and spent a lot of time at sea in spite of rough weather. One evening the exercises were cut short by the news that a U.S.N. dirigible was in distress, battling against a headwind and running dangerously short of fuel. We made a dash in her direction and rigged to tow aloft, but the blimp eventually reached Bermuda and secured to an airship mast that happened to be handy at Kindley Field U.S. Air Force Base.

CHRISTMAS AT HALIFAX

We made our annual run up to Halifax to arrive just before Christmas.

After Christmas we accompanied the Canadian Fleet to Bermuda and thence to Norfolk, Virginia. There we took part in a NATO symposium, demonstrating to our disadvantage the success of R.C.N. ships in anti-submarine operations. During the

stand-off period afterwards some of us visited Yorktown and Williamsburg.

UNDER THE ICE-PACK

Back to that Millionaires' Holiday Camp, Bermuda again, where we met the nuclear submarine Skate, which was at the U.S.N. Operating Base. Thence to Halifax. We joined forces there with H.M. Submarine Aurochs and proceeded to the Cabot Strait to practise diving under pack-ice. From there to Halifax again where the Flag Officer Atlantic Coast, Rear-Admiral K. L. Dyer, spent an afternoon at sea with us and shut the boat off from diving for the last time this commission.

FACTS AND FIGURES

It is difficult to sum up the commission in a few words, so let the facts speak for themselves. We spent 315 days at sea, steamed 36,000 miles, saved £450 per man, encountered one

(Continued in next column)

Classified Advertisements...

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APPLICATIONS are invited from non-commissioned officers to manage Off Licences in the southern half of the country. Applicants should be married and preferably under 41 and in possession of a current driving licence. Applicants will be given an initial training period and will be required on certain occasions to do a period of relief duties, and, when promoted to the status of a manager will be provided with a good commencing salary plus commission and pension. Free living accommodation will be provided together with cash allowance for electricity, gas, coal and coke. Application should be made to The Galleon Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3. **VACANCIES** for Constables exist in the Admiralty Constabulary. Initial appointment will be on a temporary basis with prospects of transfer to permanent and pensionable service. Commencing pay of entrants is £550 per annum, with nine annual increments of £25, making a total of £775. After 17 years' service a further increment of £25 is awarded, making a final total of £800 per annum. Uniform and boots are issued free of charge. There are good prospects of promotion. Candidates must be between 21 and 48 years of age, at least 5ft. 7in. in height (in bare feet), of British nationality and of exemplary character. They will be required to pass a medical and educational examination prior to appointment. Educational examinations are held quarterly at H.M. Dockyards Portsmouth, Devonport and Rosyth, and at the R.N.M.Y., Londonderry, Northern Ireland. The next is due in early July, 1961. Further information and application forms can be obtained from the Chief Constable, Admiralty Constabulary, Queen Anne's Mansions, St. James's Park, London, S.W.1. Serving personnel wishing to make application should do so through their Commanding Officer, in accordance with Admiralty Fleet Order 2060/60. **VERGER** needed for St. John's Parish Church, West Byfleet, Whole time at £8 a week, or part time by arrangement, to replace C.P.O. (Rtd.) Edwin Champion, who died May 24, 1961, aged 75 years, and much lamented.—Applications should be addressed to the Vicar. **WANTED**, a young man in regular employment to work a first-class spare-time agency. Excellent terms and good scope for advancement.—Write Box 101 "Navy News."

MISCELLANEOUS

ACE DRIVING SCHOOL offer expert instruction in dual-controlled cars. High percentage first-time passes. Reduced terms and easy payment scheme. Pupils collected 8 a.m. to 9 a.m. every day.—103 Cardiff Road, North End, Portsmouth, Tel.: 62752. **AJAX** radio controlled taxis, 24 hour service.—Tel.: Portsmouth 35333/4 (two lines). **HOUSEHOLD EFFECTS AND BAGGAGE** stored, moved and packed and shipped.—White & Co. Ltd., 120 London Road, North End Junction, Portsmouth, Phone 63221. **HOUSE PURCHASE.** An ideal scheme for those looking ahead. 100% advance after three years at low rate of interest. Mortgages repaid in the event of death.—Write for leaflet, "The House Assured," to the Provident Life Association of London Ltd., 246 Bishopsgate, London, E.C.2. **H.M.S. MANCHESTER.** Photographs required to cover period 1938-1942.—Contact Butler, 84 Queen's Head Street, Islington, N.1.

(From preceding column)

hurricane, plenty of gales, a few icebergs and some pack-ice. Apart from Halifax we visited St. Pierre, St. John's, Bermuda, New York and Norfolk, Va. We spent most exercise time in the Gulf Stream and exercised from about 0600 to 2300 daily. Only two of the ship's company married Canadian girls, and the bachelor officers win a dinner from the married men on that score. We have indulged in sports as varied as water-skiing and ice-yachting, and been in climates ranging from 85 deg. F. to 9 deg. below. The Navigating Officer reckons that one pencil has been "borrowed" from the chart table for every 30 miles.

All in all, our stay in Canada has been enjoyable and we have come home with many very pleasant memories of Canadian hospitality. All the same, it's nice to be home.

NEW H.Q. OPENED AT HARTLEPOOLS

AFTER a 10-year struggle the Hartlepoons branch of the Royal Naval Association has at last opened its new headquarters and social rooms.

During those years, a few active members, always seeming to have to pull against the tide, have drifted from room to room in various hotels, but their efforts have now been rewarded. Rear-Admiral R. M. J. Hutton, C.B., C.B.E., D.S.O., performed the opening ceremony, a guard of honour being mounted by the local Sea Cadet Corps from the T. S. Jervis commanded by Lieut.-Cdr. D. Burdett, R.N.V.E.R.

Shipmate F. Wood has become the headquarters' first Steward. Shipmate T. Hogg was responsible for the comfort and decor, while Shipmate G. O. Kellett was responsible for the tropical aquarium in the lounge flanked by the port and starboard lights and surmounted by a ship's wheel.

'Tween decks the social room activities are conducted by ex-marine, six feet plus, Shipmate "Paddy" Hanlon.

The thanks of the Hartlepoons branch go to the retiring secretary, Shipmate C. King and his committee, who spent many a long evening session before taking the plunge which has given the branch its new quarters.



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Four youth records broken

CLOSE FINISHES ON TRACK— FIELD EVENTS DISAPPOINT

THE finals of H.M.S. Ganges Senior and Youth Athletic Championships were held on June 14—a fine day with a slight head wind for the sprinters.

Both championships were well supported with entries from five senior divisions and a total of about 280 competitors in the Youth Championships, a full team being entered by each of the 12 junior divisions.

Four of the Youth records were broken during the day, these being the Pole Vault, 9 ft. 9 in., by Webb; 1,500 metres Steeplechase in the time of 5 min. 4.8 sec., by Sedgley; Jenkins lowered the 220 Yards record to 24.3 sec.; and the Collingwood Division 4 by 440 Yards Relay team won in 3 min. 56 sec.

Many of the track events produced close finishes, in particular all the longer distance races. In the 880 Yards, One Mile, Three Miles and 1,500 Metres Steeplechase the best three or four runners in each were close together throughout the race and finished likewise. Indeed, in these

races, the first and second were usually separated by a fraction of a second, and both runners in most cases turned in their best time for the season or were very close to it.

DISAPPOINTING FIELD EVENTS

Apart from the Pole Vault, the marks recorded in the field events were a little disappointing; in the main the events were won by the regular members of the athletic team but with distances or heights below (in some cases well below) their usual standard.

In the Inter-Divisional Competition, Collingwood with 252 points were first, followed by Benbow (232 points) and Anson (209 points). The aggregate points trophy for the relays was won by Anson followed closely by Benbow.

In the Senior Competition the Royal Marines (75 points) were first and the

Wardroom (63 points) second in a five-team match.

Outstanding results here were turned in by P.O. Dutton, Navy hammer thrower, in the Weight; Surg.-Lieut. Cox in the 220 Yards, 440 Yards and Long Jump; and A.B. Dullely in the Javelin.

The Senior Tug-of-War was won by the Wardroom, who beat the Royal Naval Sick Quarters in the final.

YOUTH RESULTS

110 Hurdles: 1. Curtis, 16.3; 2. Stevens, 100 Yards: 1. Kersey, 11.7; 2. Marles, 220 Yards: 1. Jenkins, 24.3; 2. Paris, 880 Yards: 1. McCarthy, 2 min. 15 sec.; 2. Dennis, One Mile: 1. Young, 4 min. 53.6 sec.; 2. Sedgley, Three Miles: 1. Dillon, 16 min. 40.1 sec.; 2. Cowen, 1,500 m. Steeplechase: 1. Sedgley, 5 min. 4.8 sec.; 2. McCarthy, High Jump: 1. Date, 5 ft. 2 in.; 2. Davis, Long Jump: 1. Bush, 18 ft. 0 in.; 2. Barnett, Hop, Step and Jump: 1. Skipper, 35 ft. 5 in.; 2. Riley, Pole Vault: 1. Webb, 9 ft. 9 in.; 2. Fraser, Hammer: 1. Brough, 142 ft. 5 in.; 2. Stewart, Discus: 1. Halifax, 143 ft. 9 in.; 2. Marles, Weight: 1. Brough, 46 ft. 8 in.; 2. Goodwin, Javelin: 1. Molyneux, 135 ft. 9 in.; 2. Green, 4 x 440: 1. Collingwood, 3 min. 56 sec.; 2. Benbow, 4 x 220: 1. Anson, 1 min. 45 sec.; 2. Hawke, 4 x 110: 1. Drake, 49.1 sec.; 2. Anson.

NEW NAVY SIX MILE CHAMPION

ALTHOUGH there were only eight runners for the Royal Navy six-mile championship at Pitt Street, Portsmouth on Wednesday, June 21, it was, however, a very good race with A.B. J. McHale a very good winner in the excellent time of 31 min. 2 sec.—only five seconds outside the record set up last year by Lieut. R. Pape, R.N.

The runners-up were Marine J. Rae, second in 31 min. 9 sec. and Lieut. Pape, third in 31 min. 42 sec. "Bob" Pape, who is, perhaps, more at home in long road races was expected to retain his title, but although he kept in the first three all the way, McHale, with quite an amazing turn of speed after such a gruelling distance, made a break three laps from the end and won by about 30 yards.

J. Rae ran an excellent race but had not the strength to match McHale over the last lap.



Decoy is floating platform for Seacat

RECENTLY returned to her home port at Devonport from a cruise to the Baltic is H.M.S. Decoy, a ship of the Daring class, and currently employed as the trials ship for the Seacat guided weapon system.

In the short space of two weeks during the cruise the ship carried on board more V.I.P.s, than would normally be carried during a commission. Before leaving home waters Admiral Sir Charles Madden, Bt., K.C.B., the Commander-in-Chief, Plymouth, spent a day on board carrying out a formal sea inspection, on completion of which he was transferred at sea by jackstay to H.M.S. Paladin. H.M.S. Decoy then proceeded through the Kiel Canal to Kiel, where Rear-Admiral M. S. Townsend, C.B., D.S.O., O.B.E.,

D.S.C., COMNAVFORCENT, hoisted his flag for the passage to Aarhus, Denmark. There he assumed command of a N.A.T.O. operation in which West German, Danish and Norwegian naval and air force units participated in honour of General Sir Horatius Murray, K.B.E., C.B., D.S.O., the Commander-in-Chief, Allied Forces, Northern Europe. General Murray embarked in H.M.S. Decoy at Aarhus together with heads of the naval and air forces of the N.A.T.O. countries, making a total of five Admirals and five Generals on board, together with many other senior officers. In perfect weather in Aarhus Bay 45 ships and 42 aircraft of the N.A.T.O. Northern Command provided a good example of international co-operation in a successful steam-past and fly-past.

H.M.S. Decoy's next port of call was Stockholm, Sweden, where many Flag Officers and other officers of the Swedish Navy showed much interest in the Seacat missile, which is being brought into service in the Swedish Navy. The ship's company took part in sporting activities and enjoyed much hospitality in Stockholm, and excellent relations were maintained with the Swedes throughout the visit.

One interesting sight in Stockholm of a different nature from the interesting sights in long blonde tresses is the 17th century vessel Vasa, which is now in dock having recently been raised from the sea bed after lying there for 333 years since capsizing on her maiden voyage.

When not engaged in the more desirable pursuits previously mentioned it is Decoy's task to carry out sea trials of the Seacat weapon system. For a variety of reasons the task entails day running from Devonport and the daily embarkation of nearly a score of civilian scientific gentlemen ("boffins" to the gangway staff) who are all essential for the conduct of the trials.

What is this Seacat? Some may think that it is just a rather unusual, and beautifully painted insignia worn on Decoy's after funnel. In fact it is a close range guided weapon which will replace the familiar Bofors in the Fleet in the not-too-distant future. The development and subsequent trials of any guided weapon take time. Decoy has existed as a floating platform from which the missile manufacturer has fired development missiles. The second phase, to accept the weapon system for use in the Fleet, is under way and will carry on for some time to come. Decoy puts to sea with radio controlled pilotless target aircraft and missiles embarked; she returns with, we hope, no missiles and fewer targets remaining. The enemy is the weather which affects the efficiency, not of Seacat, but the Targets—so in common with thousands of holiday makers Decoy is ardently hoping for a record-breaking summer this year.

'Fisleigh' rag regatta BOTH FISGARD AND RALEIGH CLAIM A WIN

FOR over 20 years H.M.S. Raleigh and H.M.S. Fisgard have faced each other across the road leading to Torpoint and long has the argument raged as to which is the superior establishment.

On the afternoon of Saturday, June 3rd, visitors basking in the sun on Plymouth Hoe, that historic spot which has witnessed so many of our great ships sailing to do battle in the past, were startled to see a fleet of Roman galleys, manned by armoured soldiers from Fisgard approaching from the direction of Drake's Island whilst from Millbay appeared an equally impressive array of long-boats manned by Viking warriors from Raleigh—to those "in the know"—it meant that the long argument between the two establishments was about to be settled by water-borne combat.

The battle was to be the climax of the Rag Regatta, organised by H.M.S. Raleigh and H.M.S. Fisgard, as part of Commonwealth Technical Training Week.

DEBRIS OF WAR

As soon as the fleets were in range of each other, the initial weight of shot, in the form of bags of soot and flour, was such as to obscure them, and it was only when the wind had carried the smoke of battle away that the magnitude of the damage wrought by this first encounter could be assessed. Many a Roman Standard and Viking figurehead was shattered, struggling men cast overboard sought vainly for a handhold amongst the

debris of war floating in the Sound; but those remaining aboard, oblivious of the fate of their companions, continued the battle with war cries and hoses, and it was obvious that neither side would give way.

While these fleets were locked in mortal combat the "greasy pole" contest was being played out closer in shore between two cutters, one each from Raleigh and Fisgard, secured together by two spars. The result of this and the larger battle being fought out to seaward was a resounding victory for the Romans (according to the Romans) and an equally overwhelming victory for the Vikings (according to the Vikings). Impartial observers acknowledge that the greasy pole contest went to the Romans of Fisgard—in spite of being attacked by marauding Viking boats which had become detached from the main fracas. On the other hand the superior fire power of the Vikings and overall greater accuracy gave them the decision in the sea battle, so perhaps honours were, in the end, even.

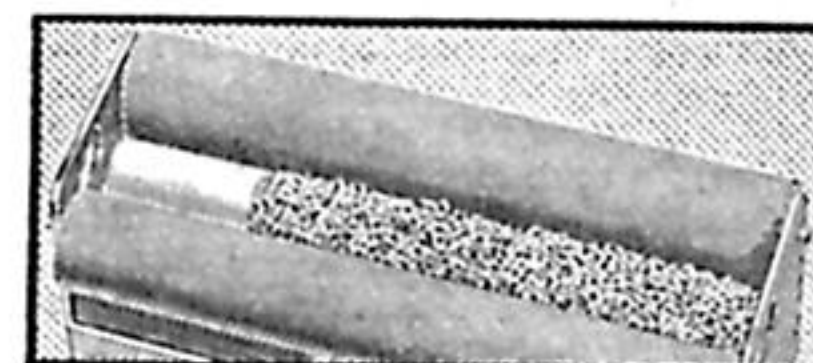
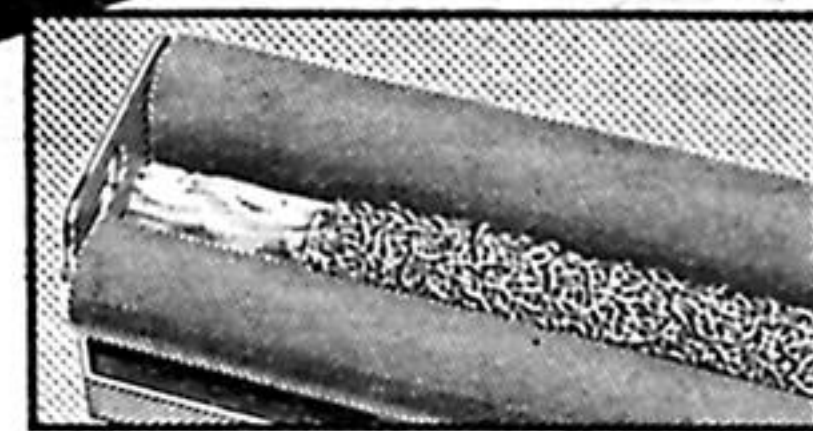
HILARIOUS CONCLUSION

When, after much effort by the umpires and others, the fleets were persuaded to withdraw, the wreckage of war floating on the water of Plymouth Sound was reminiscent of the aftermath of Trafalgar.

All in all, the Rag Regatta gave to the Plymouth Commonwealth Technical Training Week an appropriately maritime, if somewhat hilarious, conclusion and to the Vikings and Romans of Raleigh and Fisgard, a frolic in accordance with the best traditions of the Royal Navy.

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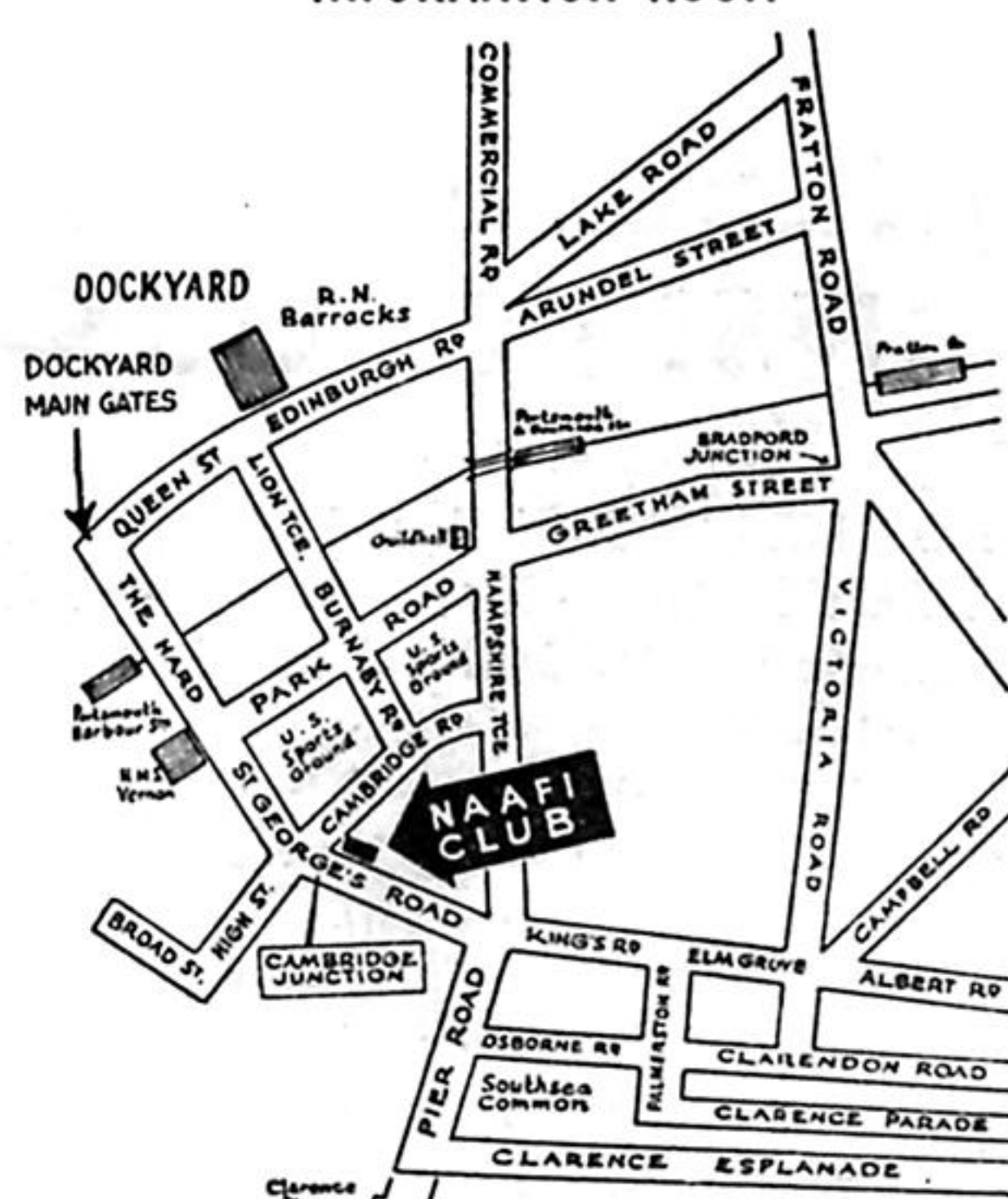
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